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B R U N S W I C K  
— A N D —  
G L Y N N C O U N T Y, G E O R G I A.

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*To the Exporter, Importer, Investor,  
Manufacturer and Merchant.*

*To the Fruit and Truck Grower,  
Stock-Raiser, Dairyman and  
Agriculturist.*

*To the Health and Pleasure Seeker.  
CLIMATE UNSURPASSED.*

Written by....

W M. S. IRVINE.



ISSUED BY  
THE BOARD OF TRADE.  
BRUNSWICK, GEORGIA.  
1902.

THE ALBERTVILLE CO.,  
BROOKLYN, N. Y.

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1902

# BRUNSWICK

. . . GEORGIA . . .

1902

**Location.** Brunswick is situated about half-way between Savannah and Jacksonville, on the Georgia coast of the Atlantic Ocean, and within a few miles of the Florida line. It is built upon a peninsula—which is almost entirely surrounded by deep salt water streams—making the location unusually healthy, and at the same time offering shipping and commercial advantages that are unsurpassed.

**Population** The growth of population from 2,891 in 1880 to 9,081 in 1900 (according to government census reports) reveals an increase that has advanced Brunswick to the seventh city in size in the State of Georgia. It is now the second largest city in south Georgia and is a most important commercial point. The population has increased 25 per cent. since 1900, giving us to-day over 12,000.

**Commercial.** Within the past decade the port of Brunswick has made marvelous strides in the various channels of its commercial progress and development. With but a limited banking capital wonderful results have been accomplished.

*The Port Operations* for the past nine years reveal an increasing scale of percentage growth and valuations that has impressed its stimulating influence upon the material welfare of every other industry. The commercial record for both foreign and coastwise exports and imports for the past nine years is as follows:

1893.....Total, \$ 5,960,000	1896.....Totals, \$15,675,000	1899.....Total \$21,375,000
1894..... " 9,940,000	1897..... " 17,500,000	1900..... " 24,375,338
1895..... " 12,680,000	1898..... " 21,409,000	1901..... " 26,404,083



In foreign shipments of all classes of products *Brunswick ranks Second*, having increased 200 per cent. within the past nine years.

**Territorial**      The commercial territory subjected directly to the economical trade and traffic conditions existing at the Port of Brunswick is only limited relative

**Radius.**      to the volume of tonnage that can be delivered through its matchless harbor with its thirty-eight miles of deep water-ways—by its superior railway systems

traversing the breadth of the United States—and by its reach of inland waterways penetrating the heart of the state.

**Transportation**      Brunswick has excellent transportation facilities, greatly surpassing the majority of all the southern ports. There are two lines of coastwise steam-

**Facilities.**      ships, *Mallory Line* to New York, and the *Clyde Line* to Boston, with regular weekly trips, carrying both freight and passengers, and connecting at Bruns-

wick with the *Southern Railway*, the *Plant System*, the *Brunswick and Birmingham Railway*, affording direct connection with the *Seaboard Air Line*; also with the *Cumberland Route* of inland steamers to Cumberland, Fernandina, and all Florida points; with inland steamers to *Jekyll Island*, *St. Simon Island*, *Darien*, *Satilla River* points, and *Altamaha River* and tributary river points, etc.

*Foreign Steamship Lines:* Besides the numerous sailing vessels that carry a large amount of the foreign shipments to the ports of Europe, Asia, Africa, South America, Central America, West Indies, and the various islands, there is a foreign steamship line to the principal European ports. This line is operated by F. D. M. Strachan & Co., and does an immense export business with a good import trade.

**Railroads.**      *The Southern Railway* with its 6,433 miles of track and unequalled con- nections throughout the great southeast—from the Mississippi River to the Atlantic Ocean—has its deep water terminals at Brunswick, with excellent facilities for the shipment of both coastwise and foreign cargoes of coal, iron, grain, cattle, cotton, lumber, timber, naval-stores, and all kinds of manufactured products, from its vast territory, and for the import of every class of tonnage.

*The Plant System* extending its 2,183 miles of trunk-lines from Alabama, Florida, Georgia, and South Carolina, and connections everywhere, has valuable terminals at Brunswick, now nearing completion at a cost of \$1,000,000, and adapted for the economical export of phosphate, lumber, timber, naval-stores, cotton, fruit, garden-truck, and various articles of manufacture, and for the import of all classes of tonnage.

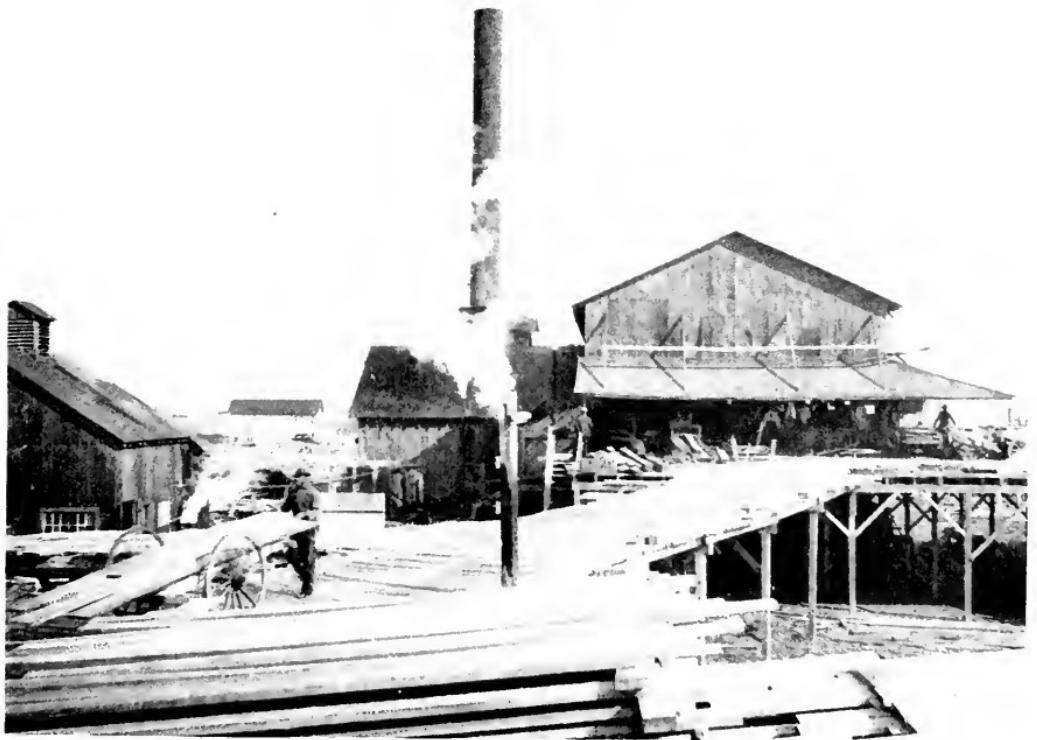
*The Seaboard Air Line* with its 2,595 miles of track and various important connections extending throughout the South Atlantic states, operates into Brunswick now, in connection with the terminals of the new Brunswick & Birmingham Railway, with a large tonnage of phosphate, iron, cotton, grain, cattle, coal, and various manufactured products.

*The Brunswick & Birmingham Railway.* This new independent road is now being rapidly constructed from Brunswick, in a westerly direction through Georgia and Alabama, to the coal, iron, manufacturing and mining districts of Birmingham. Nearly 100 miles of the Eastern Division are now in actual operation and trains are operating daily between Brunswick and Thalmann where close connection is made with the Seaboard Air Line System, and Nichols where it connects with the Atlantic & Birmingham.

The Railroad Company also owns and controls nearly two miles of the best deep water frontage at Brunswick, which has the finest, safest and deepest harbor on the South Atlantic seaboard; ample dock and terminal facilities have been acquired which when completed will give the road a belt line entirely surrounding the City, passing all the important docks and warehouses.

The Brunswick & Birmingham will be the shortest route from Birmingham to the Atlantic seaboard which great advantage insures its success, for it will not only bring the finest timber lands, cotton fields, cotton factories, and the trucking and fruit lands of Georgia and Alabama nearer to tide-water than ever before, but it will also have the great advantage of being able to fix the freight rates on all these products and other exports, such as timber, coal, iron, steel, coke and their bi-products.

At Birmingham an outlet will be afforded to the railroad systems of the Middle West, thereby also creating a shorter route to the Atlantic seaboard for all classes of freight, such as grain, cattle and manufactured products. In return all kinds of imports from the markets of the world



SAW-MILL ON BRUNSWICK & BIRMINGHAM R. R.



can be delivered by the Brunswick & Birmingham for distribution to the great industrial centers of the west at the lowest ocean freight charge, because of the unsurpassed deep water facilities at Brunswick, where three immense basins, or slips are to be constructed, each measuring 300 x 2500 feet to accommodate the shipping; these slips will be equipped with every modern convenience for loading and unloading all classes of imports and exports, including, coal, iron, phosphate, resin, turpentine, cotton, lumber, fruit, general merchandise, manufactured products, etc., and a special feature will be the mechanical devices for the rapid coaling of steamships thereby enabling them while en voyage to come in and coal and then depart on the same tide.

These various railway systems, with their connections, place every commodity throughout the length and breadth of the entire nation in direct touch with the deep water and other port facilities of Brunswick. The advantages of these railroad routes from the western and north-western points to this South Atlantic port, when compared from the same points to the north Atlantic ports, are emphasized not only by the shorter haul, and the comparative freedom from snow and ice, but also by the easier grades to the south and southeast, enabling the transportation of twice as much freight with the same motive power, coal supply and general operating expenses.

**The Port,**

**Harbor.**

Brunswick has the finest, largest and safest land-locked harbor on the south Atlantic and Gulf coast. The present depth of water in the ship-channel, across the ocean bar at the open sea to the docks, is 25½ feet at ordinary high tide; but because of the increasing number of large draft vessels entering the port much deeper water is to be available in the near future. In all there are 28 miles of deep water front convenient to the railroad facilities of Brunswick.

**Ocean Bar.**

The improvement of the ocean bar is unique, as compared with all ocean bar improvements, either in this or other countries, because of the fact that while all work has been suspended since November, 1899, the channel is substantially the same as when work was discontinued—not necessitating the expenditure of one penny for its maintenance, while other such bar channels, artificially procured, require large annual outlays to maintain them.

**Facilities.**

The important point in transportation is the tonnage, and the available carriers, with their per-tonnage cost per mile. The Port of Brunswick has the available carriers in its railway lines, and to every source of tonnage supply throughout the great southeast and middle west, and by being absolutely nearer to these centers of industry has the shorter mileage, thereby reducing the tonnage cost to a minimum: as for instance, Brunswick is 500 miles nearer to Kansas City, Memphis, Nashville, than New York, and *nearer to these points than any other south Atlantic port*. Brunswick is also the nearest Atlantic port to the Pacific coast, being 1,200 miles closer to the Pacific than New York, affording a logical port for the shortest trans-continental route. Besides being a nearer port to all these important points Brunswick has unusual advantages in its deep-water facilities. Because of the 25½ feet of water in the channel over the ocean bar, and an equally as deep a harbor, large vessels of great carrying capacity can enter with, and for, cargoes of unusually heavy tonnage. Vessels of large tonnage require great depth of water, and the cost per ton per mile when transported by such vessels is less than can be given by lighter draft vessels. Add together these indisputable facts, the deep-water economy to the short railway mileage economy, and Brunswick's logical superiority is at once recognized. So true is this that the water freight rate from the South Atlantic and Gulf to the eastern coastwise points and return is based upon the rate from Brunswick to New York; and not only is the rate made upon the basic conditions of Brunswick's advantages, but the actual freight passing in and out via Brunswick passes at much less rate than at other South Atlantic and Gulf ports. For instance, when lumber rates are based on Brunswick to New York at \$5.00 per thousand feet, from Jacksonville and Fernandina the rate would be at \$5.35 and \$5.50; and from Savannah and Charleston \$5.25 and \$5.35. Freights from New York and eastern points via Brunswick to the interior show the same difference as to the decrease in cost of transportation. In foreign shipments the same proportion of low rates is just as manifest; cotton to Liverpool, when quoted at 25 shillings, the Gulf rate would be 28 shillings and more; while "private terms" charters are invariably less than the regular rate because of the fact that shippers can get mixed cargoes here of cotton, cotton products, phosphate, iron, timber, lumber, naval-stores, etc. While the economical freight facilities, because of the present depth of the harbor and bar-channel,



CITY WHARF AND FREIGHT TERMINALS, PLANT SYSTEM.



have reduced the south's cost of transportation, it is to be seen what greater benefits will accrue when the projected depth is obtained.

Before deep water was obtained at this port, once in 1890, and again in 1895, one of the great trans-Atlantic steamship lines made an investigation with a view of the handling of their immigrant traffic in the winter months through this port, so as to avoid the ice and snow of the ocean and rail routes to their northern ports.

*Straight Ship-Channel:* Owing to the ship-channel from the ocean bar right into the inner harbor being comparatively straight and both wide and deep, it is easily navigable; and it is a common thing for vessels to come in and go out under either fullsail or steam without the assistance of pilots, or being compelled to wait for tides.

*Lighterage Not Necessary:* Having deep water right up to the dock fronts and wharves, together with the deep channel, all vessels can be loaded alongside of the docks right from the freight cars—thereby saving lighterage expenses, a feature common to any port.

*Pilotage and Harbor Expenses:* The pilotage fees average the same as at other American ports. Harbor charges are lower than any other port.

*Coaling Facilities:* Besides offering opportunities for the coaling of the steamships engaged in trade with and through Brunswick, either coastwise or foreign, Brunswick affords an advantage for the coaling of steamships en voyage from ports of Central American countries, and from the Gulf ports bound to foreign ports, or vice versa. Owing to its nearness to the open sea, with a straight and deep channel, a protected harbor, condition of health, and low prices on coal, etc., steamships can save time and money by coaling at this port.

*Port of Call and Refuge,* For vessels short on cargoes Brunswick offers excellent advantages as a port of call. Added to the conditions for coaling facilities Brunswick's shipments are so large and varied that there is always constant tonnage seeking charters. Supplies are reasonable in price; labor also; and with advantages of machine shops, foundries, marine railway, ship-building material, vessels can be supplied with the various marine necessities also.

As a port of refuge Brunswick's harbor is safe and out of the track of hurricanes.

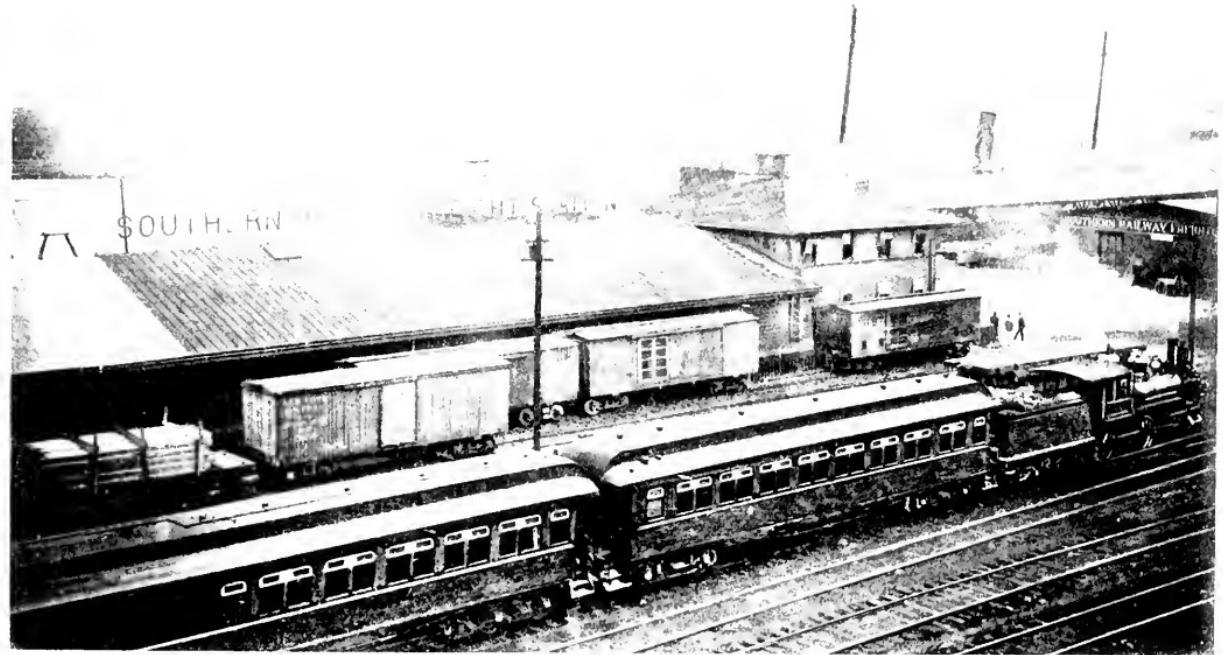
## COMMERCIAL OPPORTUNITIES.

### **Banking Capital.**

There is no point within the radius of the commercial and industrial empire designated as *The Great Southeast* that can as strongly and safely show such feasible possibilities and opportunities for investment in, and capitalization of, commercial enterprises, as the port and city of Brunswick. The present volume of working capital is now outgrown and is utterly inadequate to the demands of the port's coastwise and foreign export and import commerce, necessitating the purchase of foreign exchange and bill of lading financial advances at other banking centres. A banking capital of fully \$1,000,000 more is needed for the present volume of trade, not to consider the amount of working capital absolutely needed for the profitable factoring of naval-stores, lumber, cotton and rice; for manufacturing enterprises and the development of a nearby territory that is now calling for legitimate co-operation of capital. Capital is needed to develop and exploit many industrial enterprises that will pay handsome dividends. Brunswick and the immediate territory affords intrinsic opportunities that must have the leverage of capital: *And Capital Located at Brunswick*, thereby retaining at home the amounts paid out in interest alone to the financial centres of the East. This territory is actually suffering because of insufficient capital.

### **Building Capital.**

What is true of the need of more banking capital is also as true of the need of more *Building and Loan Capital*. Hundreds of individual people own town lots who would build homes if they had the assistance of liberal capital. And many others would purchase land if they could see a reasonable prospect of building a home. This applies to the needs of the city; but equally as great possibilities pertain to the thousands of acres of timber and farm lands in the country that should be populated and developed. The bulk of the wage earners are living in rented homes, and the bulk of them receive wages equal to any in the nation relative to the economical conditions existing at Brunswick. And the demand for renting houses is far in excess of the supply. This feature warrants more homes and calls for more capital.



SOUTHERN RAILWAY CITY WHARF AND FREIGHT STATION.



**Steamship**

**Lines:**

**More Needed.**

The trade possibilities with the *West Indian Islands* opens up an opportunity for the successful operation of a line of steamships from Brunswick to these nearby and valuable markets. There is not now a regular steamship service to these markets from any South Atlantic port. Considering the already immense amount of trade existing between them and the United States and its increasing volume, it is to be realized that there is a rich field for a line from Brunswick, which is the nearest South Atlantic deep water port, and by its unexcelled railroad connections to the interior affords advantages not to be obtained elsewhere on the entire South Atlantic seaboard. With the rapid strides during the past ten years within the immediate railroad territory of Brunswick there is now no business reason why the various raw and manufactured needs of these island markets cannot be exported through Brunswick at a great advantage in time and profit, against the route from Baltimore and New York, and in turn receiving from them a great percentage of the products imported into this country—at least that portion of them consumed in the South Atlantic and middle Western States.

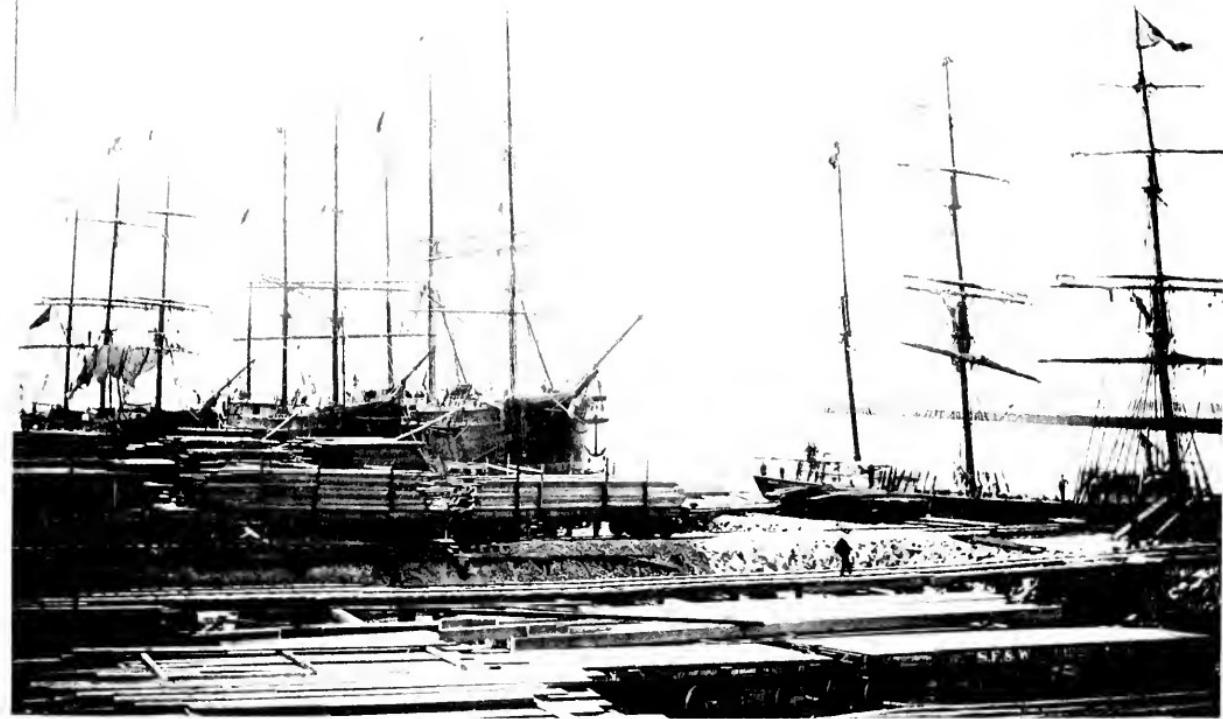
During the past year (1901) this group of islands, comprising the British West Indies, Cuba, Danish West Indies, Dutch West Indies, French West Indies, Haiti, San Domingo, and Porto Rico, imported from the United States various products amounting to \$52,713,801, and in return exported to this country their own products valued at \$81,735,917. The preponderance of the shipments sent from this country were articles native to Southern conditions, markets, and manufacture; yet but a fraction originated at Southern sources or were sent via Southern ports. Extending the same proposition further beyond the West Indian group lies the more extensive territory of South America, on the Atlantic coast, with the nearer countries of *Venezuela* and *Brazil*. And within reach is the profitable *Central American countries*. The exports from this country to the Central American countries in 1902 amounted to \$6,484,347. In return they shipped to this country a total of \$11,956,604. In the same year we exported to the South American countries on the Atlantic Ocean division various products amounting to \$32,647,952, and received back products of those countries amounting to \$106,310,405.

**Bonded and  
Storage  
Warehouses.**

In connection with the prospective inauguration of steamship lines to the *West Indies* and *Central and South American* countries, and an increasing import trade with these and other countries, the need of storage and bonded warehouses becomes apparent. Having these the interior importer will better realize the railroad advantages with their territories extending inward from Brunswick, and will adopt this plan of saving extra transportation and incidental expenses by holding reserve stocks at such an available point for distribution to the centres of consumption. And, also, for exporters to hold reserve stocks subject to foreign demand. The storage warehouse feature is also applicable to the coastwise traffic.

**Coastwise Steamship Lines to Philadelphia.** The need of a line of steamships to either Baltimore or Philadelphia is one of the present and urgent demands. The volume of coastwise trade between these centres and the South has grown to such an extent that the lack of carriers to move the tonnage has been an impediment to commercial progress. With the unexcelled harbor advantages and a wide range of railway mileage, having shorter distances to the centres of the industrial, commercial, manufacturing, and agricultural sections of the South and Middle West, Brunswick offers an advantageous traffic basis of mileage, tonnage and transportation economy that stands without an equal.

**Electric Power and Railway.** Brunswick is without electric power in the day-time; and without any street railway. The built-up section of the city extends for about  $2\frac{1}{2}$  miles by 1: then at the limits, and within two miles beyond to the east, are two settlements and two large lumber mills, while to the west is the Southern Railway docks and a settlement—between these extreme points there is now a population of fully 15,000 people without any low priced carrier. In addition to these conditions there are beautiful places beyond the town limits suitable for amusements, parks, race tracks, ball grounds, picnic grounds, etc., several of which are in thick forests of spreading oaks, pine, palmetto, magnolia, etc., and front upon the inland water courses. That a day current of electric power is needed is a conclusion long since reached by the merchants, manufacturers, and household de-



WHARF OF ROSENDO TORRAS, SPANISH CONSUL.



mands. As an opportunity for such an investment, no place in the South offers such unusual inducements as Brunswick.

**Wholesale and Jobbing.** In the wholesale line there are several large houses in Groceries, Grain, Hay, Meats, Liquors, Dry Goods, Drugs, etc.

**Mercantile Opportunities.** There are A1 opportunities here for general jobbing houses because of low freights to interior points via Brunswick. Railroad facilities for handling such shipments are of the very best; see article devoted to *Transportation Facilities and Territory*. Among jobbing opportunities are those of drugs, hardware, woodenware, tinware, boots, shoes, dry goods, clothing and general supplies.

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## GENERAL INFORMATION.

**Real Estate.** *Cost of lots* for building purposes depends upon the location. In the suburbs excellent sites are available costing from \$25.00 per lot and upward; then advancing in price until the business centre is reached, where property has a greater value.

*Cost of Buildings:* The cost of new buildings, of course, depends entirely upon the architectural plan, its finish, size, etc. Taking a five room house as a basis: size of rooms 14x14, 10 foot ceiling, with an 8 foot hall running through the house, and one room, kitchen, 12x12 feet in rear connected by covered porch; and piazza in front extending the width of the house; all rooms plastered, or plastered on walls and ceiled overhead; yellow pine material throughout; two chimneys, one flue; fences, water fixtures, entire cost ready for occupancy, \$750.00. Such medium sized houses are being built constantly. Using this basis which will average about \$125.00 per room and same for hall and porches, a fair idea can be formed of the relative cost of dwellings.

*Investments:* The above facts connected with the unsupplied demand for homes demonstrates the opportunities for real estate investments in and adjacent to Brunswick. Many of the same features apply to the rural districts where land is now valued at prices running from \$2.00 per acre up to \$100.00, either cleared or covered with forest growth.

**Cost of Living.** Staple provisions of all classes are moderate, with a lesser cost in garden truck, fish, oysters, shrimp, etc., and ordinary fresh meats. Dry goods, clothing, and all wearing apparel, average prices. Household supplies, such as furniture, crockery, glassware, tableware, etc., are to some extent less than at other places. Coal, wood, gas, electric lights, ice and water, ordinary prices. Servant hire—cooks, \$6.00 to \$15.00 per month; nurses, \$5.00 to \$10.00; laundry work, \$3.00 to \$6.00 per month. Houses rent from \$7.00 to \$45.00 per month, according to size and location of dwelling. The market prices of dwellings already built is wonderfully low, in this respect much less than at other points because of the low price of lumber and material.

**The Tax Question.** Taxation does not cause any heavy burden in Brunswick with property owners. The tax returns of the city for the year 1901 amounted to a valuation of \$5,070,879 of both personal and real estate properties, but excluding those exempt from taxation; upon this total there is a tax rate of \$1.40 on the \$100.00—added to this is the state and county tax rate of \$1.37½ on the \$100.00, a total of \$2.77½ on the \$100.00. Under present conditions, there is a prospect of even this low rate being reduced within the next two years, because of the fact that the taxable wealth of both the city and county is steadily increasing, and the operating expenses are not. Or if contemplated improvements in the city and county, which are being agitated, such as paved streets, park extensions, purchase of water and light system, improved county roads, new court house, and others, are put into effect, there will not be any increase in the present rate because the annual increases in valuations will afford ample revenues. The financial condition of both the city and county is excellent. The city's bonded debt is \$262,000, and the county \$61,000. Under present conditions the indebtedness of both city and county is being steadily reduced.





THE NATIONAL BANK  
OF BRUNSWICK



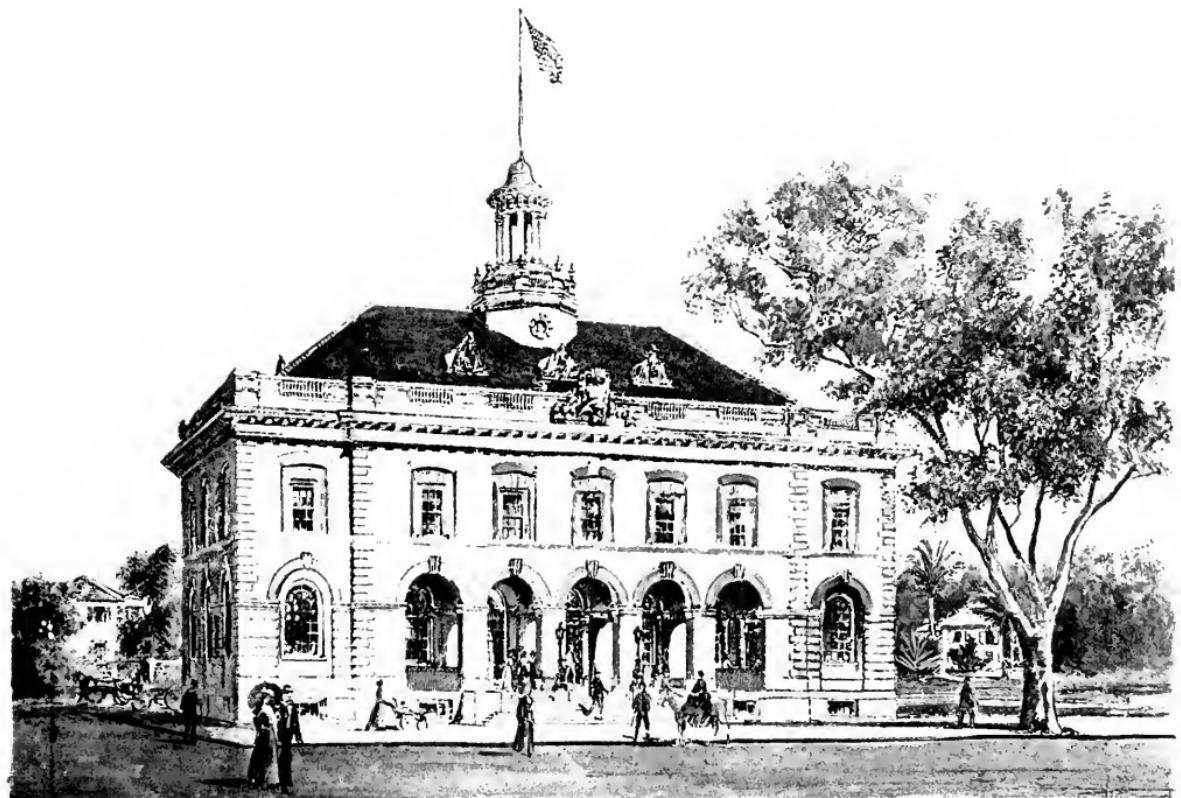
BAPTIST  
CHURCH



CITY HALL

L. F. MAYER, ARTIST.





U. S. CUSTOM HOUSE AND POST OFFICE.



Brunswick and Glynn county have a thorough system of graded, public schools, from the primary department through the grammar grades and a finishing course in the high school. The corps of teachers are carefully selected. The average attendance of pupils last season was 92 per cent., which was the highest in the entire state. Constant attention is given to advancing the methods, books, and the general welfare of the system all during the terms, which has had a marked effect in improving the general interest of education. Graduates from the high school may go direct to many of the colleges and universities without further preparation.

There are many first class private schools—kindergarten, intermediate and finishing, comprising commercial courses. There are parochial schools of highest type.

Besides the public schools the colored children have an industrial school, well provided for, under Episcopal management.

There are several private music and art teachers, affording fair opportunities for those branches of education.

*There is Needed a still Higher Institute for the Education of the Youth of both Sexes*, comprising the branches of art, music, commercial, industrial and household economy. There is not such an institute in South Georgia, and Brunswick offers best advantages of climate, health, railroad facilities, low cost of supplies, etc.

Both the city and the county are supplied with churches of the leading religious faiths, as (white) Episcopal, Presbyterian, Methodist, Baptist, Catholic, Second Advent and Jewish; (colored) Methodist, Baptist, Episcopal. Many of the edifices compare favorably with those of larger cities.

A Young Men's Christian Association is to be organized soon.

**Library.** There is a well-appointed Public Library. Also excellent libraries in the public and private schools.

## CLIMATE.

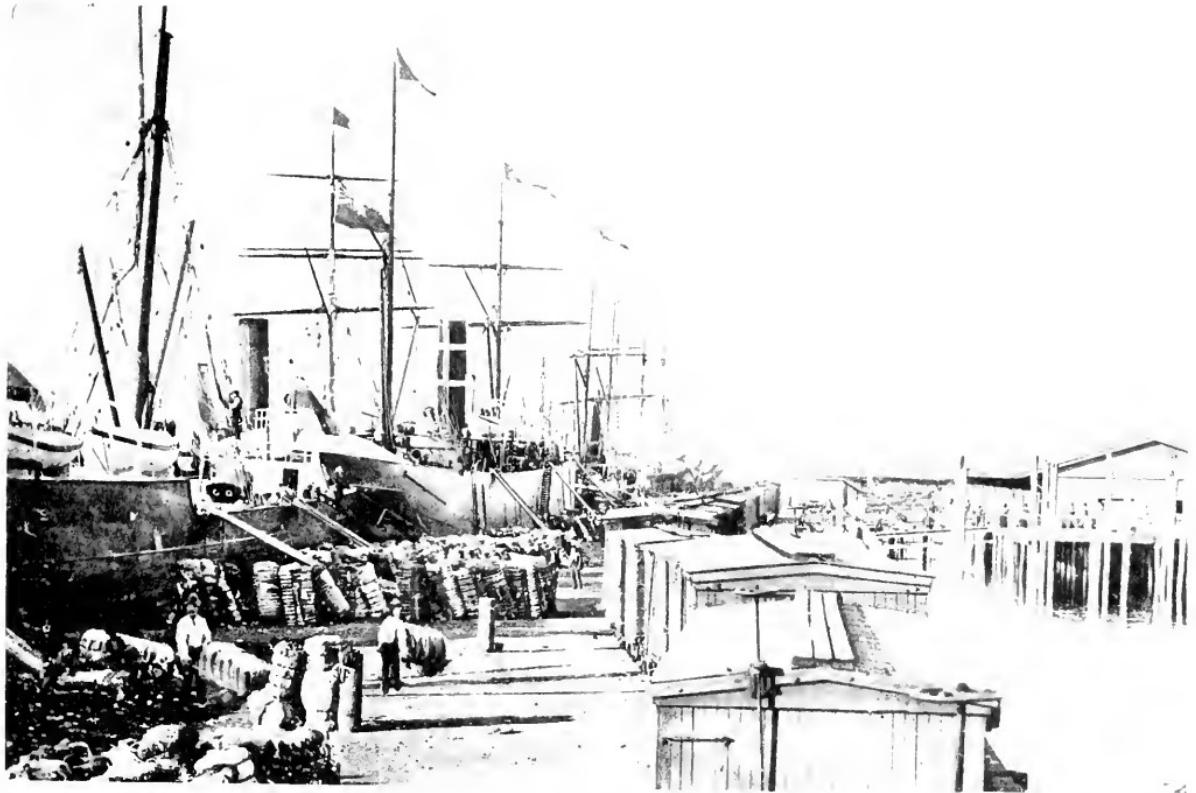
There is no location in America which has a more equable and pleasant **Climate.** summer temperature than Brunswick. The mean temperature upon an average for past five years during the six months, April to October, is 77 degrees. The highest average of any month is in August. The direct breezes from the ocean, six miles distant, brings into the streets the freshness of the sea, making unbearable heat an impossibility. There is no more delightful winter climate in the world, not even the famous resorts of France, Italy and other Mediterranean points. The average mean temperature from October to April is 50 degrees; the lowest average being in January. It is healthful and pleasant the year round. The preponderance of days in the year being clear.

With a perfect system of sanitary sewerage and drainage, pure artesian **Health Record.** water, salubrious and delightful climate. Longevity outbalances its death rate. The average for past five years is, white 9 to 1,000. Colored 11 to 1,000.

As a winter residence for northern people its equal is not to be surpassed; it is endorsed by medical authority throughout the country.

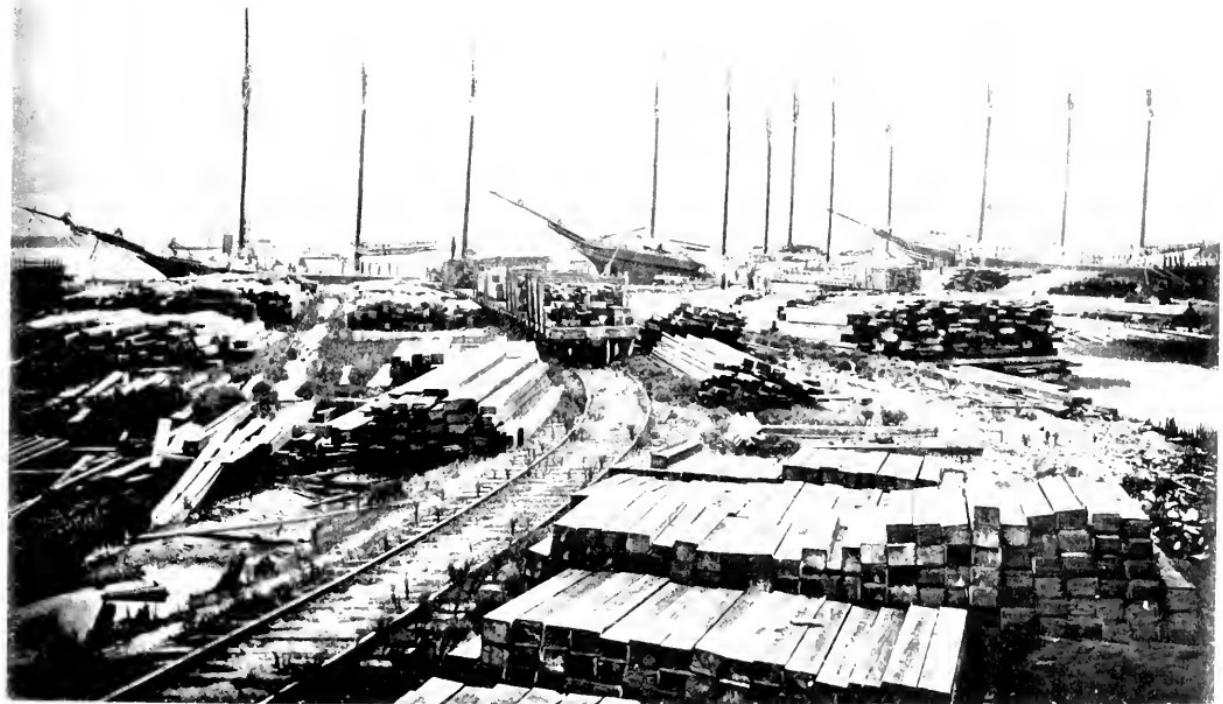
**Sewerage and Sanitation.** Brunswick is supplied with the finest sewerage system to be found in any American city. This system was finished in 1894, under the personal direction of the late Col. Geo. E. Waring, the eminent sanitary engineer. This magnificent system has been adopted by the U. S. Marine Hospital as a model system; the government will construct a similar system at Havana, Cuba. The city and surrounding country have also been supplied with a thorough system of surface drainage.

The quarantine system of the port of Brunswick is a matter of much importance from the fact that vessels from all parts of the world come here at all seasons. The United States Marine Hospital Service has entire charge of this and it is needless to add that there is no danger of infectious disease coming in from other places. Thus, within and from without, our natural



SOUTHERN RAILWAY TERMINAL AND STRACHAN LINE.





WAREHOUSE OF R. R. HOPKINS & CO.



location being upon salt water streams (fresh water being 12 miles distant), the highest sanitary precautions of man are present to insure immunity.

**Water Supply.** Nature has provided, and the genius of man brought to light a wonderful yield of pure artesian water, from a depth readily accessible. These artesian wells are bored to a depth of from 400 to 600 feet and yield an unfailing supply. The analysis of these wells disclose the medicinal value of the water as well as their purity for all domestic and manufacturing purposes. Here is one of them:

Carbonate of Soda.....	8.083	Sulphate of Lime.....	1.354
Sulphate of Soda.....	3.864	Sulphate of Magnesia..	0.615
Sodium Chloride.....	1.457	Silicia.....	0.068
Potassium Chloride.....	0.085	Organic Matter.....	1.256

These wells form the source of supply for the water work system.

**Miscellaneous.** The city has a well equipped paid fire department.

All the popular secret societies are well represented in Brunswick, among them being lodges of F. & A. M., I. O. O. F., and K. of P., Royal Arcanum and Elks.

There is one company of Volunteer Naval Militia located in Brunswick, and it is headquarters for the Georgia Naval Battalion.

There is also one company of infantry.

During the winter months some of the best theatrical companies visit us, and for which a new commodious and up-to-date opera house has recently been erected.

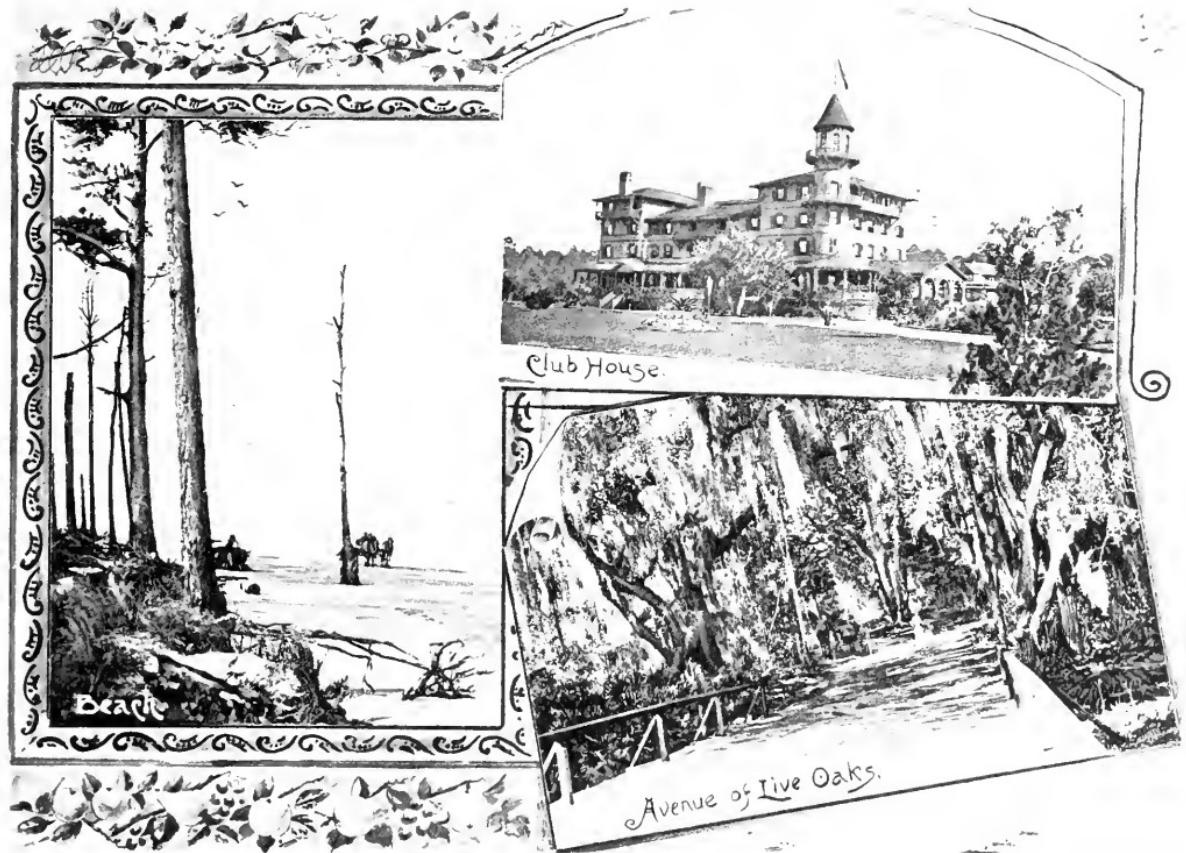
Our boulevards and drives are among the finest in the South. A system of parks are throughout the city.

Fishing and hunting are excellent in surrounding country, at *all* seasons of the year offering some feature<sup>s</sup> of game.

## Jekyl Island.

# WINTER AND SUMMER RESORTS.

In sight of the busy wharves of Brunswick, and but a few miles distant, is Jekyl Island—historic in the annals of Georgia's early settlement, and now the winter home and resort of the Jekyl Island Club—an exclusive social organization of the greatest American financiers, the membership embracing the wealthiest aggregation in the world. This club owns the entire island, and besides making it the most unique game preserve in America, having stocked it with game of wing and foot from the forests and fields of two hemispheres, have also erected magnificent buildings for their homes. To such an extent have these and other improvements, as landscape gardening, shelled roads, and boat landings, been added to the grandeur of the natural beauty of its forests, streams, and countour, that now it is styled "The Riviera of America." Reaching out eastward with its stretch of magnificent beach, into the Atlantic ocean where the sea green waters mingle with those of the balmy-blue gulf stream; then spreading northward to the sound, where in the near distance St. Simon Island faces also to the sea; then sweeping southward, where a few miles away lies Cumberland Island—the winter home of the Carnegie's; then westward to the "Marshes of Glynn," across which is seen the shipping in Brunswick's harbor. Historic in the early days as the one-time residence of General Oglethorpe; famed in the reign of the West Indian pirates as the treasure island of Black Beard and Red Rover and other of this ilk; the rendezvous of cut-throats, plunders, and scene of Indian massacres in the dying days of the eighteenth, and natal days of the nineteenth centuries; the trysting place of British pillagers and freebooters in the war of 1812; notorious in the days of the '40s as the place where the last slave ship, the "Wanderer," touched America shores with its marketable human freight; and now in the later years world-known because of its rich gentlemen's club. Books could be written of its beautiful evergreen and semi-tropical trees of oak, pine, palmetto, magnolia, bay, laurel, cedar, with their intricate draperies of Spanish moss, climbing vines of rose, bamboo, gypaea, creepea, jassamine, etc.; of the endless varieties of ferns and shrubbery; of myrtle-bordered walks; and miles of shelled driveways through vistas of semi-tropical flora. Among the handsome homes of the members are the Italian villa of Edwin Gould; the French



VIEWS ON DEVIL'S ISLAND.





VIEW OF ST. SIMON'S ISLAND.



chateau of the Maurice family; the cottages of Gordon McKay, Frederic Baker, N. K. Fairbank, William Struthers, Joseph Pulitzer, H. K. Porter; beautiful apartment house "San Souci," owned by J. Pierpont Morgan, Wm. Rockefeller and Cornelius Bliss, and the "Imperial" owned by Samuel Spencer and others. Among the club members are the following world known men:

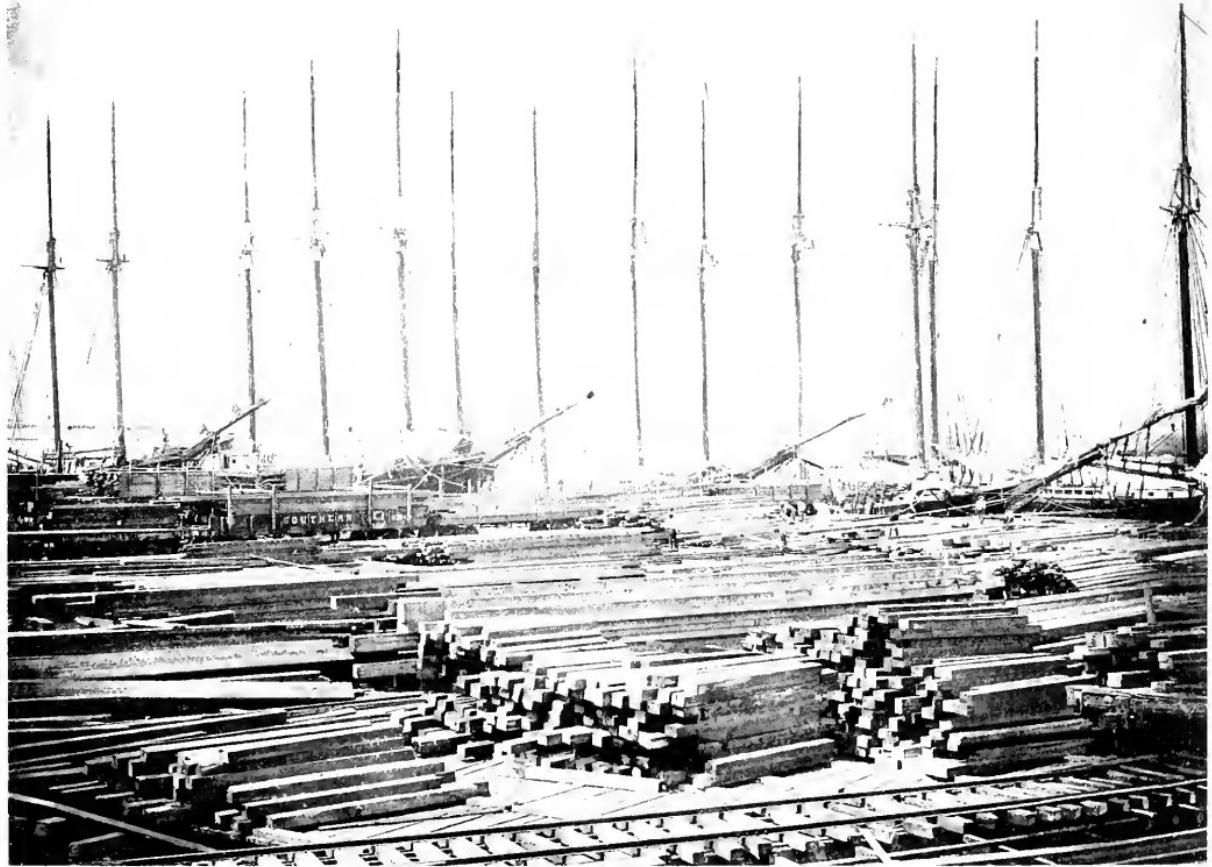
*Officers*—Chas. Lanier, The Messrs. Francis E. and Frederic Baker, Hon. Cornelius N. Bliss, M. C. D. Borden, Prescott Hall Butler, John Claflin, W. Bayard Cutting, George J. Gould, Edwin Gould, J. B. M. Grosvenor, Eugene Higgins, Dean Hoffman, Judge Henry E. Howland, the Goelets, Morris K. Jesup, John S. Kennedy, David H. King, Jr., Charles Lanier, J. Pierpont Morgan, J. F. O'Shaughnessy, Alfred Pell, Joseph Pulitzer, William Rockefeller, Samuel Scrymser, Samuel Spencer, John A. Stewart, James Stillman, Oakleigh Thorne, William K. Vanderbilt, and Alfred Van Santvoord, all of New York City; Charles Deering, N. K. Fairbank, Marshall Field, Cyrus H. McCormick, W. S. McRea and E. B. McCagg, of Chicago; George Bleistein, Buffalo; E. W. Clarke, Rudolph Ellis, Walter R. Furness, William Struthers, and John Wyeth, of Philadelphia; Charles R. Forrest, Hartford; James J. Hill, St. Paul; Gordon McKay, Newport; Henry K. Porter, Pittsburg; William Cooper Proctor, Cincinnati; Robert C. Pruyn, Albany, and S. D. Woodruff, St. Catherines, Canada.

**St. Simon Island.** At the same distance that Jekyl is from Brunswick is the summer resort island of St. Simon. More historic than Jekyl, and not exclusive to a limited number of people, it is the glory and joy of thousands of inhabitants from the interior of the southern and middle western states, who flock to its surf and invigorating climate in the summer months, from May to October. St. Simon Island has been called the "Cradle of American Liberty." Here Oglethorpe, the founder of Georgia, in 1736 planted a colony and built a fort, which he named Frederica. He found the soil and climate adapted to oranges, olives and other semi-tropical fruit; oil was made from olives; silk culture was successful; and other similar enterprises encouraged. But the frontier trouble with the Spanish at that time interfered with the fulfilment of his plans, and the island became the field of war instead of peaceful pursuits. A decisive encounter between the two forces at Bloody

Marsh, July 4th, 1740, virtually stopped hostilities, but the early return of Oglethorpe to England ended the bright prospects. But during his days it blossomed as a rose, and outrivaled Savannah in importance. Here the two Wesleys came and labored in 1736—John at preaching, and Charles at Oglethorpe's side, as his secretary. Frederica to-day boasts the ruins of the old fort on the river side, and the barracks further in, both built substantially of adobe (oyster shells and sand) and English brick; farther on, the low ridge of an earthen rampart still bears witness of a fortified town of considerable size. Beyond is a scattering pile of debris, marking the site of Oglethorpe's house. In an adjoining thicket dismantled vaults tell that the grim destroyer passed among them. Still farther on, surrounded by patriarch oaks, hoary with grey Spanish moss, stands a venerable tree, more kingly than all, which is pointed out as the oak beneath whose expanding branches, in the dim light of the forest there gathered both the red men and his pale-faced exterminator to listen to the words of the Great Spirit as spoken by John Wesley. Ever inward and outward through the groves, myrtle walks, and on the beach, Charles Wesley walked, meditated and composed the first hymns and songs of his immortal verse.

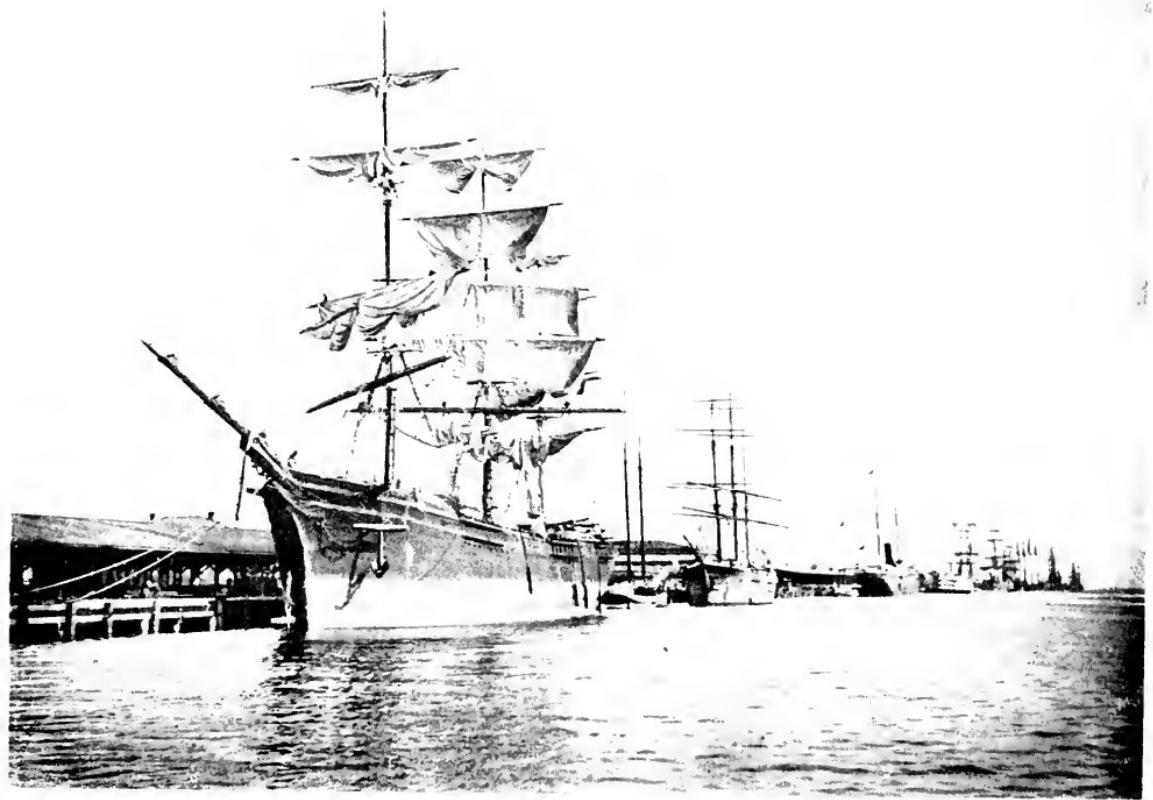
The St. Simon of to-day is the mecca of the sea-loving tourist. Here they find history, tradition, legend and inspiration; then revel in the forests; they lave in the surf; they find an elixir of life and energy; and like Oglethorpe, they would have it that "Eden is again with us."

*Accommodations*—Two lines of steamers connect the island with Brunswick, in the summer season operating three boats. Two medium sized hotels and boarding houses, with numerous cottages, afford the accommodations for the public, while many bring tents and participate in a camp life. Owing to the abundance of garden truck, fruit, melons, poultry, etc., raised on the island, and all manner of fish for the catching, with a local meat market, several grocery stores, and labor at reasonable prices, the summer season is passed in luxury and comfort. There is needed a large hotel with every modern convenience, not only for the summer season, but for the winter as well. The same natural and climatic conditions of Jekyl exist at St. Simon, assuring that a two-season hotel would be an excellent investment.



WHARF OF N. FARNUM CO.





DOKING IN THE HARBOR.



**The Hotel**

This magnificent hostelry was built a few years ago at a cost of \$185,000, and has just been remodeled at an additional expense, greatly improving its facilities for the entertainment of the thousands of visitors and strangers coming into Brunswick. It has accommodations for 300 guests, serves an elaborate bill of fare, is well managed, and open all the year. This structure is built of brick with stone trimmings, and has large and ample piazzas. It affords beautiful views overlooking the harbor with its shipping, and the city with its tree-lined streets.

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## INDUSTRIAL BRUNSWICK.

**Manufacturing** The various manufacturing enterprises in Brunswick are to a great extent only infant industries. Although in comparison with the whole state

**Enterprises.** Brunswick makes an excellent showing. The government census of 1900 enumerates 73 establishments in the city limits, capitalized at \$423,826, employing 550 wage earners, using \$551,817 of raw material, and producing \$1,171,378 of finished product. In the list of urban manufactures Brunswick ranks 8th in the State, only preceded by cities of greater population and wealth. Just outside of the city, but within the county, there are 11 more manufacturing establishments with a capital of \$253,733, employing 344 wage earners, with a production amounting to \$506,647; making in all a grand total of 84 establishments, having a capital of \$677,559, employing 894 wage earners, and producing an output valued at \$1,678,025. Since the census was taken several new establishment have begun operation. In addition to these industries, while well diversified, Brunswick offers unusual advantages for many others, and for some on a large and extensive scale. There are opportunities here for many enterprises necessitating but the employment of a medium amount

of capital ; for there is a demand for the productions, and there is an extensive market, with every advantage of nature—climate, raw material, labor and freight rates. A special list is appended.

**Manufacturing** Brunswick is the great concentration point for the raw material which exists in the forests, mines and fields of the southeastern portion of the United

**Advantages.** States. The three main trunk lines of railway, and their feeders, of that section, penetrating every source of supply, finds the shortest route to the Atlantic sea-board, with the lowest possible tonnage rates, at Brunswick, where, because of the deep water advantages and port facilities, the lowest ocean rates in turn delivers every class of product, whether raw or manufactured, to the markets of the world. Because of these advantages and attending opportunities, Brunswick offers to manufacturers a low rate on iron, steel, coal, coke, etc., from Alabama, East Tennessee and North Georgia ; a low rate on cotton and cotton manufactures from middle Georgia and Alabama ; a low rate on timber, lumber and timber products of gum, cypress, pine, oak, ash, tupelo and other woods from points within 6 miles of the city outward to the spreading forests of Georgia, Florida and Alabama.

**Labor** There has never been any serious labor disturbance in Brunswick. The relative cost of labor compared to other points in the south is about the same ;

**Conditions.** but there is a spirit of contentment among the laboring classes that assures the manufacturer a steady co-operation, which is far better and more profitable than a cheap and shiftless labor. Fully two-thirds of the male population, both white and colored, is employed in labor pursuits—on the various docks, wharves, warehouses, mills, factories and trades. Racial disorders have never disturbed the industrial, commercial, social or religious progress of the people. Perhaps at no place in the entire country are labor conditions as ideal and satisfactory as they are at Brunswick. One feature that has made these conditions is that a large number of the laboring population own their homes.



EXPORT NAVAL COAL YARD OF THE DORRANCE CO.





BIRD'S-EYE VIEW OF LUMBER WHARVES OF PLANT SYSTEM,

SHOWING OFFICES OF CONNEY, ECKSTEIN & CO., CHAS. S. HIRSCH & CO., LEATHERBEE & CO.,  
GEO. S. BAXTER & CO., DEXTER HUNTER, H. S. JOHNSON, BRADLEY-WATKINS CO., AND J. H. McCULLOUGH.



## INDUSTRIAL OPPORTUNITIES.

Among many new manufacturing industries that will yield satisfactory returns upon investment and energy can be mentioned the following:

### **Agricultural**

### **Implement**

### **Factory.**

considered. The available woods are hickory, oak, ash, gum and long and short-leaf pine; these are in abundance; also raw and manufactured iron in easy reach with low freights.

### **Awnings, Tents and Sails.**

Brunswick being a seaport the necessity of a plant of this kind, for sails especially, is apparent; so far this product is not made here, but on a limited scale. Tents are used extensively by the sea-island resorters, fishing parties, etc., but are not made here. Awnings are made in very limited quantities.

### **Baking and Yeast Powders.**

Judging by the quantities of these products sold here locally, and to ships for supplies, and by the wholesale and jobbing trade it is evident that an exclusive manufacturing of such products could be developed into a large supply plant. There are but three such plants in Georgia, and none in Florida.

### **Barrels.**

See article "Wood-working Plants."

### **Basket Plant.**

Only four such establishments in Georgia; none in Florida. Raw material for such products is in ample quantities; split white oak, bamboo, native grasses. Also see article "Wood-working Plants."

### **Boot and Shoe Factory.**

Ample capital back of a vigorous amount of enterprise, would accomplish valuable results in a boot and shoe factory. There are only five such factories in Georgia, and none in Florida. Raw material, low freight rates, with other advantages, afford opportunities for a large and modern plant.

**Boxes, Crates, Cases.** Abundant raw material at low cost, markets right at hand. Also see article "Wood-working Plants."

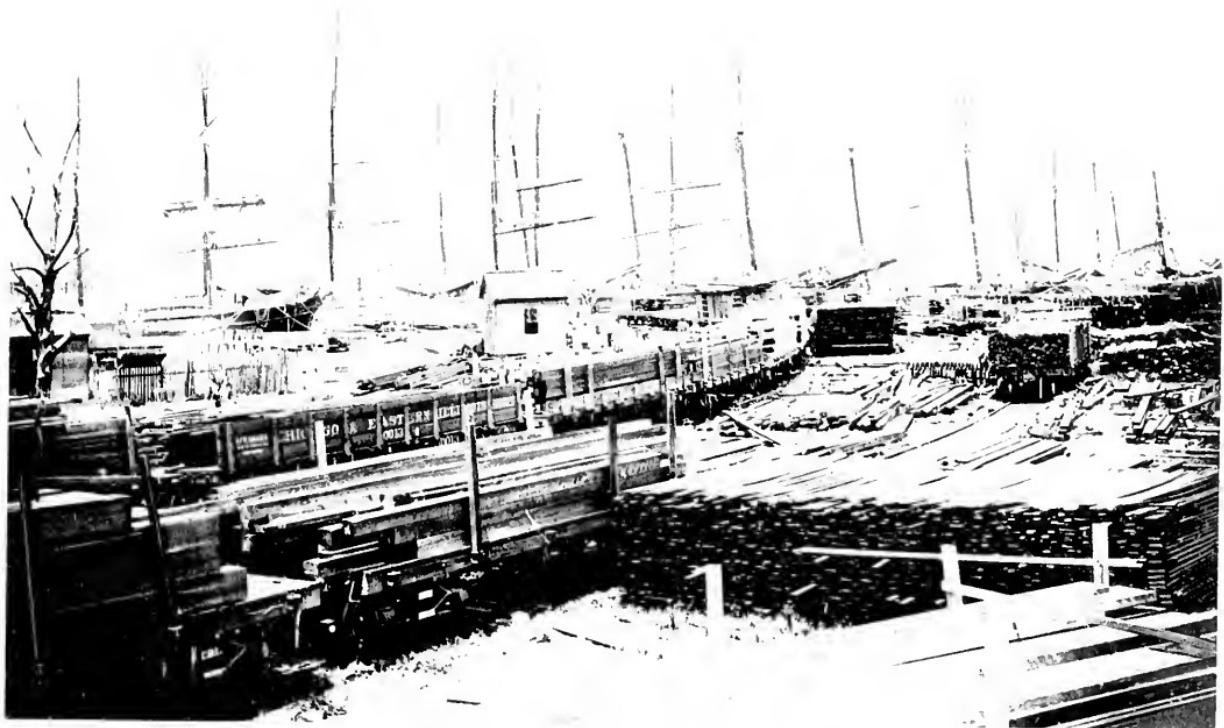
**Brick, Tile and Clay Product.** Plenty of raw material for brick, tile, jug, drain-pipe, etc., within seven miles, and further, with water transportation. A steady and strong demand in a growing market.

**Broom and Brush,** Raw material of palmetto fibre, grasses at hand, low freight on broom corn and lands available whereon broom corn can be successfully grown. Only fourteen establishments in the state, all of which are of small calibre.

**Carriages and Wagons.** A rapidly developing territory demanding vehicles of all kinds, with plenty of best raw materials at hand, such woods as oak, ash, gum, cypress, hickory, pine, etc.; low rates on raw and manufactured iron, and available skilled labor. Also see article on "Wood-working plants."

**Car Building** For a large and thoroughly complete plant for general car construction Brunswick offers many unusual advantages. In a small way the *Plant Railway System* has for years built express and mail box cars in their yards at Brunswick at a saving of ten to fifteen per cent. over other points. Raw material of both long and short-leaf pine and other woods were obtained in the local markets. Most of the castings were made in the city foundries. Realizing the great hinderance in the dispatch of the various lines of railroad business that has been in existence for several years because of car shortage, the demand of this section for more cars is urgent. Also see article "Wood-working Plants."

**Canning and Pickling.** Outside of the *Oyster Canning* industry there are excellent openings for extensive canning and pickling operations, in schrimp, crabs, and scale fish, and the surplus products of the Pear orchards and truck gardens, with an inviting prospect of special crops exclusively for canning and pickling purposes. The demand for American canned goods is practically unlimited, and has virtually driven the British canner to American methods and even to America itself by the establishing of canneries on



LUMBER SHIPPING DOCKS OF BENITO PADROSA.



our soil. This matter is now the topic of international discussion, developed by the recent granting of a charter by the State of Georgia to the *British & Southern States Cattle Abattoir & Produce Co., L'td.* This company proposes to raise fruit and vegetables expressly for canneries which they will also erect. This gigantic venture is to be launched in this section, and the port of Brunswick is to be one of the ports of its shipping operations.

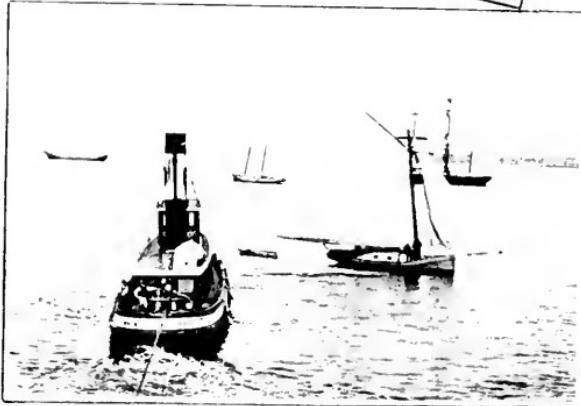
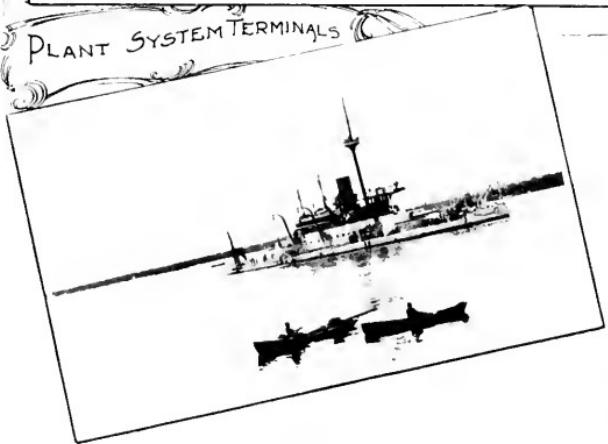
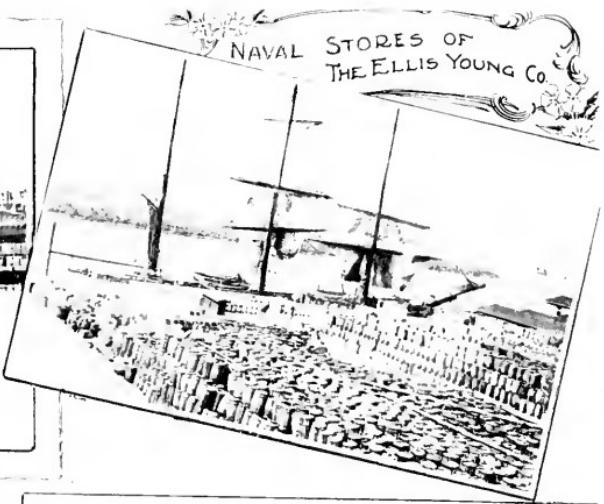
**Cheese, Butter, and Condensed Milk.** Brunswick is a great consumer of these products, and with the immediate territory of Georgia and all Florida, offers a rich field for such investment, as there are but four plants of this kind in these states. The adaptability of the lands for raising of dairy stock-food has been successfully demonstrated, likewise the success of dairying on a small scale, yet nothing has been attempted in the way of a creamery. The phenomenal results of cassava, ground-peas, and velvet-beans as a food for dairy stock has revolutionized the stock-raising industry of this section. The large percentage yield of these productions with the increased percentages of the essential food-producing elements has opened up a wonderful future in the dairying industry, with its output of milk, butter, cheese, condensed milk, etc. The health of the stock is better, because the elements of this food-stuff act as a preventative of the usual ailments of stock, and at the same time is invigorating and strengthening.

**Clothing Factory.** A large establishment for general manufacture of clothing will find a profitable inducement at Brunswick. The amount of such manufactures passing through this port for the jobbing and wholesale houses of the South and the Middle West demonstrates the great and growing market. The nearness of the city to the cotton and woolen mills of the South will place the raw material here cheaper than they can to the East, where the bulk of their output now goes, and after being manufactured returns to clothe the people that raised the product. The foreign markets also afford excellent buyers. Skilled labor and improved machinery will follow the capital—because of climatic conditions where living expenses are less, raw products less the freight, and a saving of time in transportation, with other favorable conditions.

**Cotton Goods** If a large establishment for the manufacture of yarns, sheetings, fine fabrics, and knitting goods of all kinds, with thousands, or millions, of dollars  
**Factories.** to invest in a cotton plant of the most modern and improved pattern, wishes to find the basic point, the economical principle of having operating expenses reduced to the lowest cost, with the maximum of output, a brief study of advantages offered at Brunswick will be convincing. In considering the increased demand for cotton goods it is admitted that the export feature is the ruling point; that China is a great market, and that the West Indies, with the Central American and South American countries, offer a wonderful future. Brunswick affords port facilities for this foreign trade not excelled by any American port. Owing to the humidity of the climate at and nearby Brunswick the output of any cotton product manufacturing plant will be in excess of that of a similar sized mill further in the interior. This actual difference was practically demonstrated at Brunswick in 1893 in comparison with Augusta mills. The question of labor does not arise, as there is adequate labor within this immediate section, much of which is especially suited to the cotton factory demands. Wages are relatively the same as in all southern states. The fuel question is economically answered by the railroads, who furnish low rates on coal. The equable climate of Brunswick supplies an ideal temperature all the year around. These advantages, with that of being so near to the fields of both upland (short staple) and sea-island (long staple) cotton, with both water and railroad transportation, offer unusual inducements.

**Druggists' Preparations.** Besides offering a wide range of commercial territory, there are various supplies of raw material in herbs and roots within the territory. Low freights, a large territory, and no competition. For manufacture of patent medicines these advantages offer opportunities for investment upon a large scale.

**Fertilizer Factory.** Raw material such as phosphates, kainit, potash, etc., are delivered to Brunswick at a very low rate; offering an excellent point for a fertilizer plant which would have a large market throughout a developing agricultural section nearby.



U. S. MONITOR "AMPHITRITE" IN BOSTON HARBOR.

GUTHRIE BAY.



**Furniture Factory.** A large furniture factory equipped with every known modern manufacturing appliance will find raw materials right at hand in exhaustless quantities, at a minimum cost, with railroad and water transportation having low rates; available skilled and crude labor with reasonable wages; favorable climatic conditions; a wide stretch of markets in the interior, and a foreign trade that is even now demanding products via Brunswick. See also "Wood-Working Plants."

**Hosiery and Knitting Mill.** See article on "Cotton Factory."

The present foundries here illustrate the fact that iron and steel manufacturing plants prove good investments. A large iron and steel plant is needed for the manufacture of car wheels, propellers, steamship castings and forgings, and all manner of special heavy castings and forgings. There are low rates on coal, iron, coke, and other raw materials from the mines; and a feature of manganese ore in ballast being imported from *Cuba*, for the manufacture of steel. Considering the advantages of Brunswick for the location of a large ship-building plant, the development of the iron and steel industry is one of vital importance. The large exportations of pig-iron, iron and steel manufacturers reveal the markets already available in foreign countries now reached via Brunswick.

**Lime Manufactury.** The manufacture of a high grade lime from oyster shells is a profitable industry. The raw material is right at hand, and the product is the best for all classes of building purposes.

**Lumber and Timber.** See article on "Raw Materials."

**Mattresses.** At hand are the raw materials of cotton, shucks, Spanish moss, palmetto fibre, excelsior, and wool, with cloth from the nearby hills, and a large out-lying territory for the marketing of the manufactured product.

**Oil, Cotton-Seed**

**Cake and Other**

**Bi-Products.**

The wonderful development of this great industry reveals its strength. The amount shipped from Brunswick indicates but a small item of the demand. The nearness of the cotton fields, with a low freight rate, is what Brunswick offers, which is the point that begets the profit. This opens up a field for vegetable lards, oil, soap and such manufactures.

**Patent Medicines and Compounds.** See article "Druggists' Preparations."

**Pottery, Terra Cotta and Clay.** See article "Brick, etc."

**Rice Mills.** Nearly six million pounds of rice annually go out from the immediate neighborhood of Brunswick to points over one hundred miles away to be milled, factored and sold. This is sufficient evidence of the necessity for a strictly modern mill. This is one of the greatest possibilities.

**Ship and Boat**

vessels, Brunswick offers the most flattering advantages. At present there

**Building.**

are but four small plants in Georgia, and they are for the manufacture of wooden vessels only, having in 1900 a capital of but \$15,170, with nineteen wage earners, and expending \$12,000 for materials, including freight and

**Wood and Steel.** machinery, and realizing a profit of \$23,500 on their productions. During the past eighteen months there has been built at Brunswick one racing yacht and two tow-boats, omitting a large fleet of oyster boats, lighters, small river craft. Mr. W. H. Butler, formerly of Yarmouth, N. S., who had three larger contracts, states that he found all the various local woods perfectly adapted to the work. He used long-leaf and short-leaf pine (immense shipments of these woods pass through this port every week en route to the government navy yards, and to any of the large ship-building plants of the East), oak, ash, gum, cypress, etc. The wood work of each boat built revealed a net saving against same class of work and material of forty-five to fifty per cent. compared to eastern ship-building centers. The machinery cost the same as if

delivered to New York with the freight added, as the bulk of this had to be purchased north, because there are no machine shops in this section now manufacturing that class of supplies. This cut down the net saving in construction to about ten per cent. in Brunswick's favor. Under a separate heading *Raw Materials* is a list of woods suitable for ship-building purposes. As to iron and steel ship manufacture there is the same advantage of nearness to the producing points of the great centers of southern iron, coal, coke and steel. The cost of operation is less here because of more favorable climatic conditions, where work can be performed outdoors every working day in the year.

**Soap.** Available raw materials, low freight rates, nearby markets, with other natural advantages. See article on "Cotton-Seed Oil."

**Spring Beds.** This matter is embodied in the general way under heading of *Wood-working Plants.*"

**Sash, Doors and Blinds.** What is true of general wood-working plants is stronger relative to a large factory producing stock-supplies of sash, doors and blinds.

**Syrup, Molasses** Syrup manufacturing from native sugar-cane is one of the leading industries in South Georgia. Larger areas are being planted each year.

**and Sugar.** Better methods of manufacture of syrup are increasing the demand and the price. For high grade syrups the demand largely exceeds any probable supply at good prices. Secretary Wilson of the Department of Agriculture, and Dr. Wylie, Chief Chemist of that Department, take deep interest in this industry, and are seeking, with the aid of Congressman Brantley and other members of Congress, an appropriation of \$20,000 for experimental work. The sugar content in the Georgia cane exceeds that of the Louisiana canes, and the acreage yield under proper cultivation is as great. Our non-malarial climate, nearness to markets, and favorable transportation facilities, give us greater advantages over Louisiana. The sugar industry may in the future prove profitable. For years, however, there

is a money crop in Georgia syrup, which, with that other certain money crop, Cassava, will revolutionize this section, and give us commercial independence if properly fostered.

**Trunks, Valises.** An open territory, with every advantage of raw materials, labor and freight.

**Tobacco,** The marked success of a small plant here demonstrates the success of a larger one, where the operating expenses would be reduced to a minimum.  
**Cigars, etc.** Low rates on manufactured output from Brunswick are the transportation advantages, to which must be added favorable climatic and labor conditions.

**Vinegar and Cider.** What is true of this industry is true of the canning industry. Which see page 24.

**Woolen-Goods Manufacture.** The center of the wool-growing industry of Georgia is but a few miles from Brunswick, offering, with the other advantages of location, an excellent opportunity for extensive manufacturing.

**Wood-Working Plants.** Whether it is boxes, barrels, baskets, stoves, cars, carriages, wagons, cooperage, furniture, sash, doors, blinds, bed-springs, ships, boats, agricultural implements, house-building lumber supplies, etc., it is evident that Brunswick logically holds a valuable franchise in the supply of the raw materials, of both wood and iron; climatic conditions of health and temperature; abundant labor, skilled and crude; transportation by water and railroad; markets at home, in the interior, and a foreign trade; all to be summed up in the minimum of cost with more than a possibility of a maximum of profit.



INTERIOR VIEW OF THE DOWNGING CO. BARNET FACTORY.



## RAW MATERIALS.

### **Timber,**

### **Long-Leaf**

### **Pine.**

Also commonly known as Georgia and yellow pine. Used in all construction work where great strength and elasticity is needed; likewise length and size. Cuts are obtainable up to 70-foot lengths by 24x24 inches, free from blemishes. This wood is especially suitable for naval architecture for masts, spars, keels, etc.; for building bridges, viaducts, trestles, and foundation timber work in buildings; in car-building, for railroad ties, for piling, flooring, ceiling and general house-building purposes. Over sixty per cent. of this South Atlantic product, comprising over 20,000 square miles, is situated convenient to transportation to Brunswick by rail and water. It is extensively manufactured by several hundred mills within this territory, prices ranging from \$10 per thousand superficial feet and upward for best quality. Also the principal source of the naval-store supply.

### **Short-Leaf**

### **Pine.**

This timber ranks next to the long-leaf product in importance and value. It is freer from resinous matter, softer, more easily worked, and yet not less susceptible of a good finish. In fact it is often preferred by the cabinet-makers and the house carpenter to the long-leaf. While less tenacious, and of less power of resistance under strain, it is excellent for lighter frame work in buildings—for weather boarding, flooring, ceiling, wainscoting, cases for windows and doors, for frames and sashes of all kinds, inside doors, and for shingles. It is also suitable, and is extensively used, for car-building frame work, cross-ties, and for furniture manufacture. A great per cent. of this timber is available by railroad and water transportation to Brunswick, large quantities being annually exported through here. Prices range ten per cent. less than for the long-leaf variety.

### **Cuban Pine.**

A little inferior to the long-leaf variety. It is of coarser fibre, but is generally used for long-leaf purposes, coming up to such requirements in the majority of cases. Its more open grain permits readier absorption of antiseptic solutions when such methods are used for preservation against atmospheric influences, or in contact with the

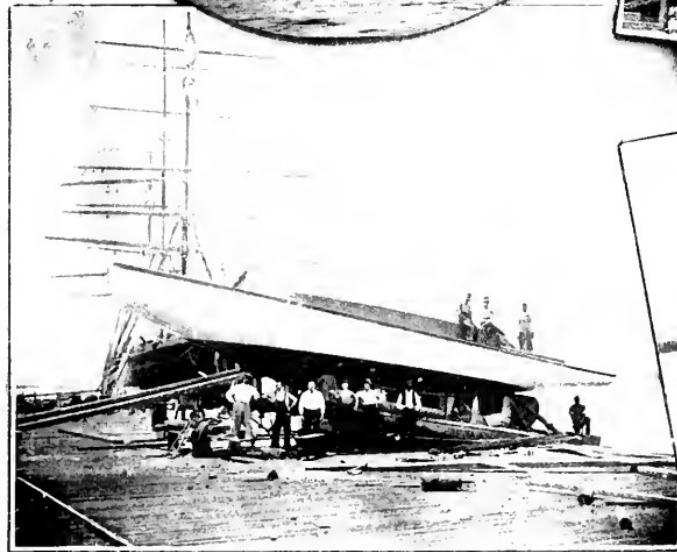
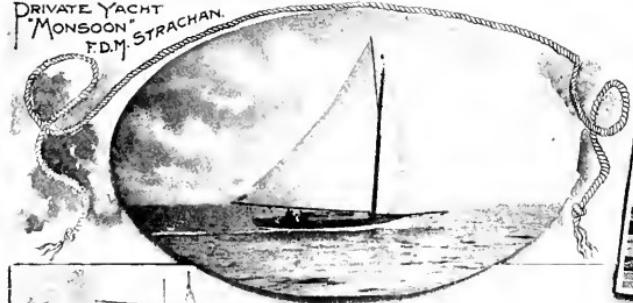
soil in different out-door uses, although its coarse structure has not been proven as rendering it less durable without protection. It is obtainable in large dimensions, and is extensively used for all classes of wood work. Brunswick is also the nearest market to this product, by both railroad and water transportation, with low rates. Prices range a shade less than the long-leaf variety.

**Loblolly Pine.** Often confused with the short-leaf variety. It is a timber of great commercial importance, almost solely because it furnishes an abundant and cheap material for such purposes where the considerations of strength and durability are not the principal features. It is obtainable in large dimensions, from thirty to sixty feet long, free from blemish, with a fair proportion of heartwood, and in many respects not inferior to either the long or short-leaf varieties. Because of the improved kiln-drying process it is more valuable than formerly for general building purposes, and for manufacturing. Large quantities are in this section, available to Brunswick by railroad and water transportation. Prices range from \$8 per thousand superficial feet upward.

**Oak Varieties.** This timber embraces the varieties of live oak, water oak, white oak, post oak, red oak, etc. It has a large growth throughout the South Atlantic States, and reaches a superior development within the Brunswick territory, to which place both railroad and water transportation afford low rates. It is extensively used in ship-building, furniture, barrel, wainscoting, doors, and various cabinet-work manufacture. It is cut by many of the saw mills convenient to Brunswick, and ranges in price from \$15 per thousand superficial feet up.

**Cypress.** This *queen of woods* grows extensively in this section, and has three varieties, the red, the black and the white, the red being the commercial product. It is a wood of light weight, intermediate in strength, but surpasses other woods in durability. It is easily manipulated, has a beautiful grain, takes a high polish, and holds paint readily. While it is used to a great extent as a substitute for white pine, it is rapidly advancing in prominence in the finer uses for cabinet and finishing work, and for sash, doors, blinds,

PRIVATE YACHT  
"MONSOON"  
F.D.M. STRACHAN.

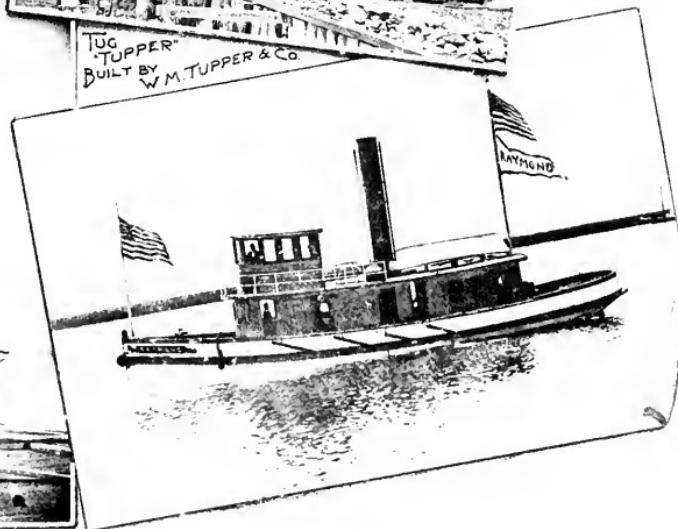
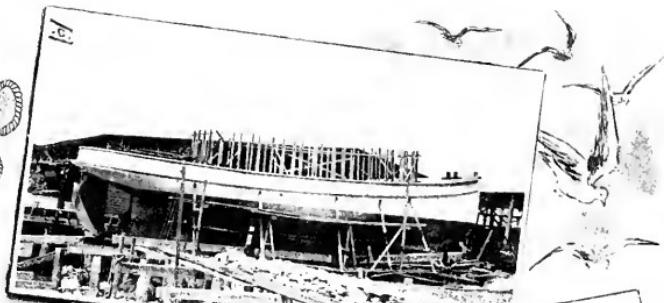


"MONSOON"

TUG "RAYMOND," BUILT BY W. M. T:

TUG "RAYMOND,"

BUILT BY  
W.M.TUPPER & CO.





shingles and laths. Large quantities are available to Brunswick by railroad and water transportation, and is manufactured by many mills in this section. Prices range from \$15 per thousand feet upward.

**Gum Varieties.** This timber has advanced rapidly in use and demand. It is available in large dimensions; is heavy, hard, strong in structure, and susceptible of a beautiful finish and polish; suitable for furniture, sash, doors, blinds, mantels, various cabinet and indoor finishing. Available to Brunswick by railroad and water transportation, with low freights; is manufactured by nearby mills. Prices range from \$18 per thousand superficial feet upward.

**White Ash.** Large quantities available to Brunswick by railroad and water transportation, with low freights. Especially suitable for agricultural implement manufacture, barrels, oars, cabinet work, furniture and finishing. Wood is heavy, hard, tough and strong, similar to oak. It is cut by mills convenient to Brunswick. Prices ranging from \$18 per thousand superficial feet and upward.

**Other Woods.** Besides these woods there are available quantities of hickory, cedar, palmetto, magnolia, bay, tupelo, poplar and sycamore; all of which are in the immediate neighborhood of Brunswick, and convenient by low rate by railroad and water transportation. Up the Altamaha river and its tributaries, the Ohoopee, Little Ocmulgee, Ocmulgee and Oconee rivers there are seventy-six varieties of marketable woods, fifty-six of which are hard woods, and in almost exhaustless quantities.

**Lumber Rates.** Lumber is shipped to Brunswick by car load rates from the various interior mills at rates varying according to circumstances, ranging from \$3 per car with six miles to \$20 per car from points upward of two hundred miles distant. A car load averages 8,000 feet.

# PART SECOND.

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## GLYNN COUNTY.

**Area.** The county of which *Brunswick* is the capital, like Gaul of old, is divided into three parts—in this case they are soil, climate and advantages. Glynn County comprises a total area of 468 square miles, or 299,520 acres, in all a territory that is nearly one-fourth as large as the entire state of Rhode Island, but having but one-twentyfifth of its population.

**Soil.** The soils of the rich alluvial lands of the interior of the state with their clay foundations lap into the sandy loams of the coastal range, creating a wide diversity of agricultural conditions. On one side of the county the red waters of the Altamaha river and its tributaries with alluvial deposits from the mountains and valleys of north and middle Georgia has been centuries building up a rich soil; on the other side the wine-colored waters of the Satilla River have been depositing their wealth of equally as rich loamy alluvials; and underneath lies a clay sub-soil which, while porous, retains a wonderful amount of moisture. These conditions have given to the county a

1. *Light Sandy Soil* well suited to the various root crops, such as cassava, Irish potatoes, sweet potatoes (yams), turnips, beets, radishes, and all such varieties.
2. *The Black Hammock Lands* where corn produces 25 to 35 bushels to the acre, equaling the marvelous yields of Iowa, Kansas, Missouri and Illinois; and where wheat, rye, oats, barley and all grain crops make excellent yields.
3. *The Low-lands* (not swamps), where a proper and inexpensive system of open drainage will bring into use an area of almost inexhaustible fertility, adapted to rice, hays, etc.

4. *The Tide-lands* lying along the Altamaha and Little Satilla Rivers and tributary creeks, where by a thorough system of tidal drainage rice yields 47 bushels to the acre.

5. *The Rich-lands*, where by agricultural rotation of crops their adaptability affords a twelve months' yield; where celery, sugar-cane, cabbage, and all manner of market and garden truck grow to perfection.

6. *The Pine-barrens* and the reaches of scrub-palmetto lands in their wild state do not appear inviting to the prospective agriculturist and truck-gardener. Yet from these same conditions have grown the success of agricultural wealth, because they are produced from the soils mentioned above, that have by clearing and with but reasonable fertilization become a paradise of varied and valuable flora.

There are no utterly worthless lands in Glynn County, or any extreme conditions that any reasonable man with pluck, energy and determination cannot overcome. There are opportunities here for men and families with but little capital to engage in a healthy and profitable truck business. On the other hand there is not any room for the shiftless, indolent and dependent.

Illustrative of the various crops raised in Glynn County in the year 1900, and their acreage, the State Agricultural Department gathered and published the following statistics: 10 acres in cotton; 2,000 in corn; 5 in wheat; 1,000 in oats; 25 in rye; 1,000 in rice; 1,000 in sugar-cane; 100 in Irish potatoes; 1,000 in sweet potatoes; 1,000 in field-peas; 300 in ground-peas; 500 in garden vegetables. To this should be added about 30 acres in cassava; 10 in sorghum; and 300 in melons. The yield per acre was about 1,200 pounds of cotton; 25 bushels or corn; 5 bushels of wheat; 30 bushels of oats; 47 bushels of rice; 80 to 200 bushels of Irish potatoes; 200 to 400 bushels of sweet potatoes (yams); 20 bushels of field-peas; 30 bushels of ground-peas; 300 to 630 gallons of sugar-cane syrup; 10 tons of cassava; garden truck yields are given elsewhere.

What is being done now in Glynn County, and right around Brunswick, **Trucking.** in the truck garden industry, is more to the point than to dwell upon glittering theories as to possibilities. That the lands of the county will produce a large variety of garden truck, prolifically, economically, and commercially profitable has been demonstrated time and again.

Brunswick is the center of a large trucking business, and within this vicinity great progress has been made. The value of this industry in 1900 amounted to \$50,000, holding fourth position in the state. There is room for others who can make a profitable living in supplying the home market as well as reaching out to the markets of the East and West,

A few years ago Mr. Fred. Baumgartner came to Brunswick and purchased seven acres of land right on the outskirts of the city, in the pinewoods, and further encumbered with a thick undergrowth of scrub palmetto, myrtle, and other wild bushes, an adverse rather than an average condition of available lands. He fenced it in, built a neat cottage, bored an artesian well and then began the raising of garden truck and poultry. He says : " I was informed by many of the native population that I would not raise sand-flies on that place, that if I wanted to raise vegetables I should get a low place where the land was heavy and damp. I differed with my advisors, however, not even selecting any particular place here in the woods. I cut off the pine timber and cleared off the underbrush as soon as my house was built ; then I bored an artesian well so I could irrigate my truck-beds by sprinkling, instead of the sub-soil method. Then I began to plant ; I used manure and a small per cent of fertilizers. Without going into further detail will say that from then till now there has not been a week or day in any season but that some vegetable or other has been prolifically growing on my little farm. I have cleared handsome profits from the beginning. In addition to the trucking feature the same success has been with poultry and a small apiary. I do not consider that any locality can exceed the possibilities of this section for any of these farming industries, whether on a small or a large scale. Brunswick consumes everything I raise, and if I could raise ten times as much there would be a demand right in Brunswick for it. I never had to even think of shipping away a thing."

In 1900 Mr. T. W. Bolt, on the Atkinson place, in the suburbs of Brunswick, raised on one-sixth of an acre of average land 1900 cantaloupes of the Rocky-ford variety, and began shipping them to the markets of Massachusetts on May 10th; on one-fifth of an acre he successfully grew 100 bushels of tomatoes ; one acre of Irish potatoes yielded 500 bushels, 300 of which were shipped to eastern markets, commencing April 1st. For a rotation of truck



RESIDENCE, MAGNOLIA MODEL FARM.



crops he planted and harvested on the same acre Irish potatoes, followed by sugar-corn, then sweet potatoes (yams), then white turnips, and had cabbages to follow before the twelve months were out; almost five crops. He states that he has successfully grown from 8,000 to 12,000 cabbages, of the Florida Header variety, to an acre; and 100 bushels of turnips.

Another successful gardener who grows truck and lemons for eastern markets is Mr. Dorr. He came here a few years ago from the East, and located about four miles from town upon a plot of average land. He states that the soil, climate and shipping advantages are excellent, enabling him to get his products to an early market with profitable returns.

After a careful investigation by several South Carolina truck gardeners, relative to the advantages here for a similar industry on a large scale, they became thoroughly satisfied and enthusiastic, purchasing 200 acres of average land convenient to the Southern Railway, to engage in extensive growing of early truck, cantaloupes, watermelons and cassava.

During the past year several German families have located on lands convenient to the Brunswick & Birmingham Railroad and the Southern Railway to engage in the trucking industry, raising produce for the western markets.

Considering that for several years the vicinity of Norfolk, Va., has shipped eleven per cent. of the garden and market truck raised in the United States, and that Brunswick is fourteen to thirty days earlier on account of climatic conditions; and now with unsurpassed transportation facilities by rail and steamship to boom the eastern and western markets, it can be seen why this vicinity has steadily grown in the trucking industry.

**A Model**

Mr. E. E. Clapp, a prominent citizen of New York, and Mr. Herbert W. Lloyd, a well-known nurseryman of Massachusetts, have equipped a model farm

**Farm.**

adjoining the city limits of Brunswick, which comprises one hundred acres of land, for the purpose of engaging extensively in trucking, dairying, fruit growing, poultry and stock raising. Special attention is devoted to cassava, sugar-cane, alfalfa, velvet beans, Irish potatoes, sweet potatoes and strawberries, as well as garden truck of various varieties. Several acres are to be given to cantaloupes, watermelons, grapes, etc. Pecans, Japanese walnuts, plums and persimmons, peaches, pears, apricots, apples, olives, etc., are to

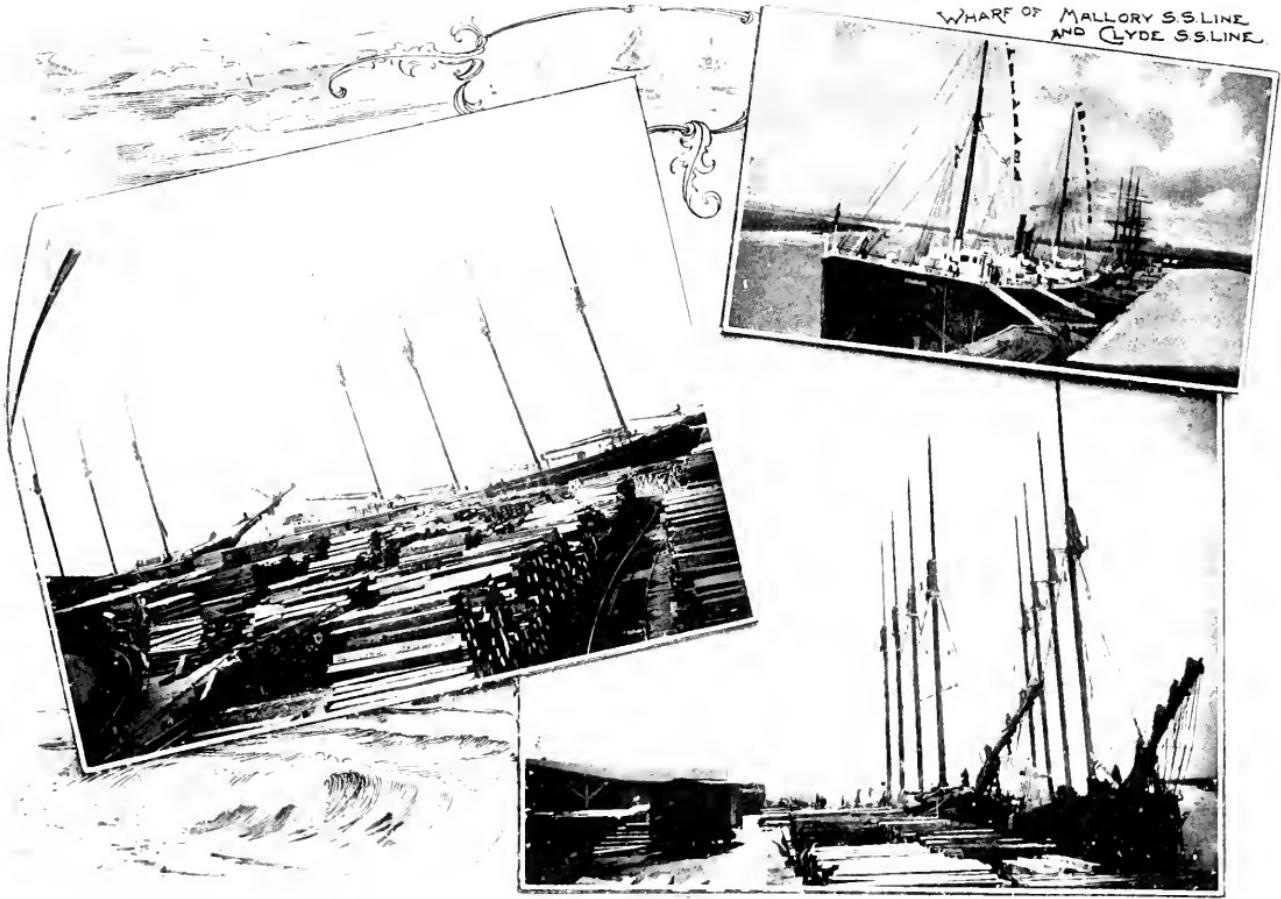
be largely planted. The barns are to be stocked with the best breeds of dairying cattle, with a view to better develop this industry. A prominent feature also, will be that of poultry raising, to which a large amount of space is to be given. A new and beautiful ten-room house having every modern convenience, faces the boulevard, surrounded by the farm. Artesian wells supply pure water for domestic and irrigation purposes.

**Truck**      The variety of garden truck embraces a list of products raised in Florida, South Carolina and Georgia, all of which make quick and profitable returns

**Varieties.**      in this vicinity, and especially in this county. The following is by no means the only varieties that can be successfully grown here, for each year new ones are added: Asparagus, Artichokes, Beans, Beets, Corn (sugar), Cabbage, Carrots, Cauliflower, Celery, Cassava, Cucumber, English peas, Egg plant, Kershaw, Lettuce, Leeks, Melons, (See special article), Okra, Onion, Pumpkin, Pepper, Parsley, Parsnip, Pop-corn, Potato, Irish and sweet, Peas, Peanut, Radish, Rhubarb, Squash, Turnips, Tomatoes, Velvet beans, etc.

**Fruits, Melons,**      The coast section of Georgia, near Brunswick, produced the Le Conte pear. The first fame of Georgia peaches went out from her coasts. The

**Berries, Nuts.**      burden of Oglethorpe's efforts to colonize Georgia was based upon the fruits that the soil and climate could yield, and he demonstrated that fact on land that afterwards became Glynn county. Some idea of the liberality of the soil and climate can be gained from the list of fruits, melons, berries and nuts, successfully grown here now. Mr. Charlton Wright, who has a large farm a few miles north of Brunswick, has cultivated fruit and pecan-nuts for several years, and states: "About twelve years ago I was impressed with the possibilities of the pecan industry. I read up, studied the matter, and decided to try it. I thought that if the hickory tree could grow so luxuriantly and prolifically in this climate, and on these soils there should be a strong prospect for the pecan. I planted out a number of young trees purchased from a nursery, but they died; I did not give up, however; I tried another plan. I purchased the nuts themselves, getting different varieties, and planted them; they sprouted and grew rapidly. I then transplanted to a field I had laid out for a pecan



WHARF OF F.M. BROADHEAD

CROSS TIE WHARF OF BROWN & CO



grove, and each year afterwards I continued the same plan. When my own trees began to bear I began a small nursery, using the nuts of my own trees, then transplanting them until now I have over 40 acres in Pecans. I find a ready market for every pound. Relative to fruits, about eight years ago I planted out a variety of young peaches and quinces, and added to the number each year. Many of the original trees are standing and bearing each prolifically. Have always been able to dispose of every peach, and always receiving better prices than the peaches shipped from West Georgia. The Elberta, of course, being the favorite. In peach growing I would advise, in order to get the largest possible yield at the smallest cost, for a grower to plant a certain per cent. of new trees each year, and then at the sixth year cutting out and destroying his planting of the sixth year previous. It pays better to do this any way, thereby having a virgin tree with a healthy virgin fruit, rather than to be coaxing the trees to bear heavily each year which they will not do after they are seven or eight years old, as a rule, in this day of nursery stock. My lands are the same as the average Glynn county land. As a paying business I consider fruit and nut growing in this county to be a judicious investment, yielding magnificent returns."

**List of  
Fruit Trees.** A list of fruit trees adapted to this section and county has been published by the State Agricultural Department, showing the varieties, and in the following schedule they are given in detail, together with a general summary of fruits, nuts, melons and berries.

*Apples*: Of the different varieties successfully grown in Georgia, six develop well in Glynn county: the Red Astrachan, Early Harvest, Etowah, Family, Mitchel's Cider and Red June. The Red Astrachan, Red June and Early Harvest are suitable for summer markets. The Etowah is a winter market variety. The Mitchel's Cider is the best cider variety grown. The Family is an all around variety, and suitable for drying.

*Cherries* do well, although no effort has been made to demonstrate the success.

*Figs*: The fig tree grows luxuriantly and yields bountifully here, not only on our mainland but on our islands.

*Grapes* : Of the nineteen varieties that thrive successfully in every respect in Georgia, eight attain their highest state of development in this section and county ; they are the Concord, Delaware, Ives, Norton's Virginia, Flowers, Scuppernong, Thomas and Warren.

*Japanese Plums and Persimmons* : See under headings of plums and persimmons.

*Pomegranates* : Both the acid and sweet variety flourish luxuriantly, with large and healthy yields.

*Peaches* : The most successful varieties grown in Glynn county are Amelia, Elberta, Hale's Early, Mountain Rose, Rivera and Thurber. Of these the market varieties are Elberta, Hale's Early, Mountain Rose. For eastern and western shipping Elberta and Mountain Rose. New varieties are being added from time to time.

*Pears* : This is one of the most successful fruits in Glynn county, because they have been extensively grown. The best varieties are Bartlett, Beurre Clairgeau, Duchess d'Angouleme, Flemish Beauty, Howell, Keiffer, Le Conte, St. Michael Archangel and Sekel. These varieties present a regular order of maturity, first St. Michael Archangel, Howell, Duchess d'Angouleme, Sekel, Bartlett, Le Conte, Flemish Beauty, Buerre Clairgeau and Keiffer.

*Plums* : Nearly all the plum varieties thrive well and bear heavily. This is especially true of the Japanese and imported varieties.

*Persimmons* : The native wild persimmon bears luxuriantly. The Japanese variety has been successfully grown, yielding unusually large fruit, and very prolifically.

*Quince* : This fruit is as successful as the pear. The Chinese quince is a wonderful bearer.

*Nuts*. The hickory is a native to the climate and the soil, growing to large size and very prolific. The walnut is adapted to these conditions. But for the market growing the Pecan and the Japanese walnut yield quicker returns. The success of the Pecan has long since passed the experimental stage. The Japanese walnut is a new product, and from reports will soon be established as a staple one.

**Melons.** The summer tourist who has been abiding during the hot months on the neighboring islands for the many years gone by, has spread the fame of Glynn county watermelons and cantaloupes. Now a great deal of attention is given to the extensive growing of the luscious products for the eastern and western markets. The melons raised here are noted for their fine flavor.

**Berries.** The native Georgia blackberry is at its best growth in this section ; they are of a large size and are easily cultivated.

The strawberry grows luxuriantly, and is successfully grown for early marketing. Raspberries, huckleberries, in fact all of the berry kind thrive well, and are paying crops.

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## EXTENSIVE FARMING.

The first successful growth of sea-island cotton was made in Glynn county, near where the city of Brunswick is now located, in 1738 ; the first sugar factory in Georgia was erected in Glynn county in 1820, to manufacture home raised sugar-cane, Georgia at that time holding a high place in that industry. The first successful experiments in Georgia upon an extensive scale in cassava culture was made in Glynn county ; the rice grown in this county is of a superior quality, and holds preference in the markets ; the acreage yield and quality of corn is magnificent, comparing in every respect with that of the West. These statements of five staple crops that can be grown upon a large scale in the county, and which can be sold as raw products in the markets, or for material for local manufacture : cotton, corn, sugar-cane, cassava and rice, reveal openings for extensive and profitable farming.

**Rice.** The growing of rice in Glynn county for marketing has been in vogue since 1800. The quality of the product places it high in the market, being of unusual fine grade, size of grain, nutritive content and percentage of whole grain. The acreage yield averages 47 bushels. At present there is only about 1,200 acres devoted to rice

culture, and almost entirely along the tide waters of the Altamaha river. There is fully 35,000 additional acres of lands in the county suitable for both the tidal processes of irrigation cultivation, and for the irrigation process by artesian wells and pumping, commonly known as the canal or super-surface system, also as the Louisiana method. There is a strong demand at home and in the West Indies for rice.

**Sugar Cane.** The pine-lands are most inviting fields for sugar-cane culture. An analysis of our sugar cane juice reveals a higher per cent. of sugar content than that of the Louisiana cane, with a profitable acreage yield, netting a better return in sugar manufacture than can be offered at the Louisiana fields. The increasing demand for Georgia cane syrup in itself a strong stimulant for a more extensive cultivation of sugar-cane. The average yield per acre in this county is from 300 to 630 gallons of syrup. There is fully 60,000 acres of land in the county adapted to the successful culture of this product, and range from \$2.00 per acre upward.

**Cotton.** Glynn county soil and climate profitably produce Sea-island (long-staple), upland (short-staple), and the Egyptian cotton, with but slight variation in the quality of the fibre. There are 60,000 acres of cotton lands in the county. That large acreage of these three cottons will be profitable investments stands to reason if the crops can be sold to local manufacturers. The strong and growing demand for sea-island and Egyptian cotton manufactures increases the opinion that factories located in the fields can supply these demands with more economy than the factories that have to either purchase their raw materials hundreds of miles away from its home, or else ship their output hundreds of miles before reaching a market. By the cultivation of these three cottons in Glynn county the producer will encourage the erection of local mills to consume the crops, and who by this saving of freight can pay more for the raw product. The demand for cotton products in the West Indies is but one of the many nearby markets.

**Cassava.** This is a new crop for Georgia, having been previously known here in a vague way, and not until a few years ago was it recognized commercially in Florida. Perhaps its greatest value lies in its use as a stock food. Extensive experiments

throughout this section has demonstrated its wonderful properties for such purposes, besides solving a problem for an economical crop for large acreage. Taking into consideration the relative low cost of production, with its high percentage of net profit, cassava is not only destined to be, but already has been the inspiration for the extensive development of stock raising for market, both for home and for shipment. In addition to furnishing a food for stock, it is also excellent for poultry and mankind. Relative to its success as a stock food refer to article on *Stock Raising*. Next to the use of cassava as a basis for the economical feeding of stock, it presents a raw product for the manufacture of an unrivaled starch. Cassava starch is the acme of commercial and fabric starches. Its manufacturing process has passed through the experimental stages, and it is no longer an unknown problem, but now attracts investment. The demand for cassava for this manufacturing has increased the acreage, but even now the supply is entirely inadequate. As a surplus crop to sell to these factories it will bring from \$40.00 to \$70.00 per acre.

**Corn.** Corn grown luxuriantly with large yields, from 25 to 35 bushels per acre, the average for the state is only 11½. 2,000 acres are planted annually, but which is not one-tenth enough to supply the home demand. Lands throughout the county will produce satisfactory yields.

**Grain, Hay and other** Bermuda, crab-grass, volunteer-grass and beggar-weed have a large natural growth. Hays from these have yielded 10,000 pounds per acre in a season. 80 bushels of rye and barleys own together have been harvested in one season.

**Stock Foods.** Rice straw mixed with volunteer and crab-grass affords a good hay. The pea-vines and velvet beans also furnish an almost exhaustless supply of vine hays. Ground-peas yield 30 bushels, and field-peas 20 bushels per acre. These hays with cassava and corn furnish an abundant as well as low cost stock foods.

**Other crops.** Experiments in this section have proven that broom-corn of a good commercial quality can be profitably grown here, thereby offering a source of supply to local and nearby manufacture.  
**Broom-corn.**

**Tobacco.** Tobacco has been grown in the county for years, but not for marketing purposes. Counties adjacent to this have placed excellent grades upon the market. There is no reason why an extensive tobacco culture would not yield satisfactory results.

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## FERTILIZERS.

Commercial fertilizers are seldom used in Glynn County. The alluvial deposits that have been accumulating for centuries from the interior, and have been spread out by annual overflow of the rivers, or gathered up by the ocean tidal-currents and formed into the large areas of marshes, yield a production that has been found to be an excellent soil enricher. These marsh-mucks and hammock-mucks, as they are commonly called, contain elements of decomposed and thoroughly mixed vegetable and organic matter, and when plowed into the loamy soils, then followed by ordinary cultivation, cause highly productive yields of all suitable crops. Deposits of marl are also found in many places, which form an excellent fertilizer. The addition of stable, cow-lot and barn-yard manures to the natural condition of the soil constitutes the greater percent. of present methods.

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## IRRIGATION.

Nature has not only supplied Glynn county with a liberal variety of soil of the best quality for successful agriculture, and a sympathetic climate, but has added to these a wonderful and unlimited supply of pure water for drinking and irrigation purposes. The zenith of success in raising and marketing all classes of truck is to have never failing crops, and in order to be assured against failure is to be prepared to utilize artificial rain, in other words to irrigate. While without irrigation all spring, fall and winter crops are a certainty, yet the fickle summer-weather almost cuts off the raising of truck after the latter part of June and up to October. But by irrigating and care, large crops can be raised during the summer days. Underlying the

soil from eighteen to forty feet are good waters, and while suitable for all domestic purposes, also furnish a source for irrigation. These streams are reached by pumps being driven into the ground-yielding earth (well digging is an unknown process here), and can be pumped into tanks by wind-mills or small engines. But generally this cost is almost as great as that of sinking artesian wells. All the artesian wells in this section are self-flowing, rising to a height of 40 feet above the soil with a 50 pound pressure to the inch. The subterranean reservoirs affording this inexhaustible supply are reached at a depth from 250 to 300 feet, known as the first supply, then again from 350 to 475 feet, the second supply. This latter is stronger in pressure, and impregnated with more mineral matter. These wells are sunk by local experts who guarantee a flow as above stated, at a cost ranging from \$250 up, according to size of pipe and depth of well. Owing to the comparatively level lay of the lands throughout the county, yet with a natural drainage, the problem of trenching and ditching is reduced to a minimum. A system of above surface sprinkling, similar to the lawn sprinkler, has proven to be a decided success also.

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## LIVE STOCK.

Mile after mile of undulating lands covered with a forest growth of pine, oak and other trees, affording ample shade, while in the low places running streams offer an abundance of drinking water; and having an adaptable soil for cultivation, yet at all times carpeted with a natural growth of wire-grass, Bermuda, crab-grass, beggar-weed and other native grasses, is a true description of the cattle ranges throughout the county, and whereon is needed more stock to graze and prepare for a market right at hand as well as for shipment. These natural conditions can be greatly improved by the cultivation of special food-stuffs as cassava, velvet-beans, ground-peas, cow-peas, corn and grain; the harvesting of the natural hay crops; and the breeding of better stock than the natural scrub-stock at hand. No other movement has received such prominence and success as this industry within the past few years. The favorable results in the growing of the native stock, with its profitable marketing, with a stronger

demand for larger sizes, has greatly stimulated this important enterprise. The feature of low-priced lands, natural growth of plant-food grasses, cheapness of cultivation of other economical food-plants, climate conditions, excesses of neither heat nor cold; abundant labor at reasonable prices; ample transportation facilities by both rail and water; and a market within a minimum distance. Relative to cassava as a stock-food a prominent breeder states:

"Having been in the stock business all my life, I always like to bring things down to a practical illustration, to show what we can do in the stock business, as I am claiming that this is to be of great advantage to the stock grower. And when I say that Georgia, today, is paying out tens of thousands of dollars every month for beef brought in, butter brought in, pork brought in, etc., and does not raise enough to supply its own citizens, I think you will agree with me that we should bring this down to a stock-raising proposition.

"Now, we will take the average weight of a good fair steer running in our woods, the market price today, what it will cost to feed him 100 days, what he will gain in that 100 days, and the market price he will fetch and see where we are at:

1 steer, weight 500 lbs., at 2 cents.....	\$10 00
1 steer, fed 100 days 20 lbs. cassava per day, at \$3 per ton, cost at farm .....	3 00
1 steer, fed 100 days 3 lbs. cottonseed meal, 300 lbs. at \$20 per ton, average price,	3 00
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	\$16 00
100 days average gain per day, 3 lbs.....	300 lbs.
100 days, original weight.....	500 lbs.
	<hr/>
Selling price at 4 cents per lb.....	800 lbs.
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	\$32 00

making the difference between \$32, selling price, and \$16, cost, per steer, or a profit of \$16 in 100 days' feeding or 100 per cent.

The conclusions arrived at in the above table, *i.e.*, making, say, 100 per cent., or \$16 on one steer, or \$1,600 on 100 steers in 100 days. This, I believe, any *careful* feeder can do. You will notice that I have made no charge either way for the labor or care of the steers, or for the valuable fertilizer derived from their droppings."

## **POULTRY AND EGGS.**

The local consumption of poultry and eggs is far in excess of the local supply. Immense quantities of chickens, ducks, guineas, geese, turkeys and eggs are shipped into Bruuswick each week. Yet invariably success has been attained by those who have gone into this industry here. At the Southeastern Fair, held in Brunswick in November, 1899, the exhibit of Glynn county raised fowls of various kinds afforded a practical illustration of what can be accomplished in raising for market and breeding purposes. Mr. Fred. Baumgartner and Mr. Louis Mayer have been highly successful in their efforts; and there is not a farmer who has not his broods of chickens, turkeys, ducks, geese, with their eggs, but only bringing his surplus to a market that is anxious for more home-raised products. Not only is the local market demanding those products, but there are excellent opportunities for shipment to Florida and other points.

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## **DAIRY AND CREAMERY.**

There are five dairy farms supplying the needs of the city. The cows are mostly of the Jersey breed. None of the dairies make a specialty of cream, butter, butter-milk, cheese, or any bi-products of milk. But a very small amount of these products are made in the county, although the demand is unusually large for the size of the city. These products, when of home manufacture, bring a premium on the market price. The demand for creamery has been steadily increasing until now there is an excellent opportunity for one. Large, natural ranges for cattle, favorable climatic conditions, and labor, with home-raised foodstuffs, afford a condition that should be an inducement.

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## **APIARY.**

Bee culture has been undertaken on a small scale for several years, and has proven highly profitable. The local market consumes large quantities and prefers the local product at a premium.

## FISHERIES.

In addition to the yielding properties of her varied soil, Glynn county is bounded and pierced by fully two hundred miles of inland water-ways, both salt and fresh, and while affording navigable channels by which truck is brought to market, they produce a wide variety of fish kind.

**Oysters.** There are over 50,000 acres of oyster beds in the county, and about one-half of which are partly cultivated and protected. The Glynn county, or better known as the Brunswick oysters, are of a superior quality, and command a premium in the markets. Thousands of bushels are shipped to the interior markets each season; and the two canneries pack and ship 30,000 cases of oysters annually. This industry affords excellent opportunities for further development.

**Terrapin.** The terrapin industry is one of great importance in the county. The demand for this epicurean delicacy cannot be supplied at present. Three hundred dozen were shipped from here during the past season to the eastern markets.

**Shad.** The waters of the Altamaha river on the extreme northern limit of the county furnish an almost exhaustless supply of roe-shad. The strong demand for shad in season offers an opportunity for a better handling of this industry. The seasons' catch in the state amounts to \$46,000, with a preference in this particular specie. The Satilla river product is also large.

**Sturgeon.** The same waters supply the market with sturgeon. This industry is also in position to be better developed. The annual catch amounts to \$4,060 in the state.

**Other  
Fisheries.**

The miscellaneous fisheries comprise oysters, crabs, shrimp, clams, terrapin, turtles and an endless variety of marketable scale fish as bass, snapper, trout, bream, perch, flounder, blackfish, yellow-tail whiting, drum, young-drum, sheepshead, angelfish, spanish mackerel, skipjack, silverfish, mullet, tautog, catfish (fresh and salt water) sucker, eel (fresh and salt water), grouper, croaker, etc.

Opportunities are here for extensive fish industry, such as iced shipments, salting, pickling and various packing processes.

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## GAME.

The deer that the Indian stalked in the days before the advent of his pale-face successor have descended by undiminished generations through the years, and still remain as fleet as ever, as timid as ever, and the game of game. In the thickets of the forests of the county many are shot each season, affording a luxury of venison dishes. Then there is the quick and alert squirrel, the rabbit, the "possum"; among the winged game is the quail, or partridge, the dove, the rice-birds, the wild goose, turkey, and various ducks. A little pamphlet issued by the Southern Railway truly states: "In Georgia the shooting opportunities along the coast have attained unusual distinction and repute because of preserves like Jekyl Island and other resorts of wealthy men who are fond of rod and gun. Brunswick is the center of this life."

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## RAW MATERIALS.

The available amount of raw material in the county for market demand and as a base, or auxilliary, for manufacturing purposes, comprise, timber, clays, fibre, sand and medicinal herbs.

**Timber.** A survey just made of this county alone shows that there are 5,000,000 feet of cypress, 10,000,000 feet of sweet gum, 5,000,000 feet of beech gum, 3,000,000 feet of white oak, 3,000,000 feet of ash, 5,000,000 feet of post oak, 5,000,000 feet of live oak, 1,000,000 feet of hickory, and 10,000,000 feet of pine, 2,000,000 feet of palmetto. A total of 49,000,000.

**Clay.** There is an abundance of brick clays in many places, convenient to water and railroad transportation. They are located at points beginning six miles from the city.

**Fibre.** The ever-present scrub-palmetto and cabbage-palm supply an excellent fibre, which is made from the long leaves, and highly suitable for upholstery purposes, mattresses, packing and for moulders' cores, also for brooms and brushes. A ton (2,000 pounds) of leaves will yield from 800 to 900 pounds of fibre. Spanish moss, an air-plant that grows luxuriantly upon the trees, is also an excellent fibre for mattresses, packing and general upholstering purposes. The wire-grass growing everywhere throughout the county is used in the manufacture of door-mats, baskets, and is suitable for ropes, etc. The marsh grasses are also used for basket and mat manufacture.

**Sand.** There are exhaustless deposits of sand in the various streams that is adapted for building purposes of mortar and cement work; for tile manufac-tury, and for roof covering, and available sands for glass manufacture.

**Herbs.** Among the medicinal and commercial roots and herbs in available quantities for marketing are yellow jessamine, Jerusalem oak, poke root, sassafras root, sun-flower seed, deer tongue, wild cherry, prickly ash, etc.



MANUFACTURING SITES,      BUSINESS LOCATIONS,  
TIMBER AND MINERAL LANDS,  
F FARMS, IMPROVED AND UNIMPROVED.  
... along ...  
**SOUTHERN RAILWAY.**

For particulars, call on or address the Land and Industrial Department of  
the Southern Railway.

**AGENCIES:**

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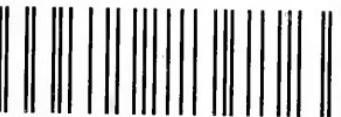
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